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American Railroad Journal.

New York, Saturday, June 22, 1872.

Northern Pacific Railroad.

The Northern Pacific Company has filed its route through Montana, and the Commissioner of the General Land Grant Office has accordingly ordered the lands to be withdrawn from the market. The road enters the territory at or near the intersection of the forty-seventh parallel with the eastern boundary, thence southeasterly, following the Yellow Stone River to the Bozeman divide, over which it passes; thence north of Bozeman City and Hamilton down to Gallatin, crossing the Gallatin River at Gallatin City; thence up the Jefferson River to Big Hole, and following that stream for a short distance; thence through the Deer Lodge Pass; thence down the Deer Lodge, Hell Gate, and Missouri Rivers; thence southwesterly, leaving the territory on the north side of Clark's Fork of the Columbia, about twelve or fifteen miles north of the intersection of the forty-eighth parallel with the boundary of the territory.

Work is progressing favorably on the Pacific end of the Northern Pacific Road. A steamer is to be put on the upper Cowlitz, to run as a ferry between Pumphrey's and the end of the 25 miles, until the road is completed to and across the Cowlitz, which will probably be about Sept. 1. From

SEVEN-THIRTY GOLD BONDS.

The NORTHERN PACIFIC 7-30 GOLD BONDS are issued in denominations of \$100 to \$1,000 Coupon, and \$100 to \$10,000 Registered, have thirty years to run, bear interest 7-30 per cent. in gold, and are exempt from United States tax to the holder.

They are secured by a First and only Mortgage upon the Railroad, its franchises, earnings, and all the lands and property possessed by the company.

These bonds are now selling at par and accrued interest, in currency, and, with their ample security and high rate of interest, we believe there is no investment accessible to the people which is more profitable or safe. They furnish to the public an investment security which combines the ready negotiability, the convenience and high credit of a first-class Railroad Bond, with the solidity and safety of a Real Estate Mortgage on land worth at least twice the amount loaned.

JAY COOKE & CO., New York, Philadelphia and Washington.

Poor's MANUAL.—We are informed by DR. R. S. FISHER, the industrious compiler of the work, that the "Manual" for 1872-73 is completed, and that if the binders are as industrious and persevering as the projector and author of the work that a few copies will be ready for delivery on this day (Saturday). During next week the general delivery to bankers and others interested will commence.

St. Joseph and Denver City Railroad.

We bear a good account of the progress making by the great American railways whose bonds have been offered for sale through our columns during the past few months. Notably among these stands the St. Joseph and Denver City, whose financial agents, the Messrs. Tanner, have just received a message from the engineers in charge announcing the completion within the previous ten days of an additional ten-mile section of road, leaving of the entire route of 280 miles only forty to be finished. For these forty miles the iron and all other materials are on the ground, and the work is to be continued at the rate of one mile per day. The ready cash resources of the Company have enabled it to carry on this great work with an economy of expenditure and a regularity of progress scarcely parallel in the history of railroad building, reflecting the highest credit upon the financial agents as well as upon the engineers in charge. In 40 days more at the past and present rate of progress, the entire route will be completed, when the company will at once enter upon a through traffic between the City of St. Joseph on the East, and Fort Kearney junction with the Union Pacific Road on the West, which, it is believed by its projectors, will tax its utmost resources of transportation, while it will accommodate a vast amount of business that, to reach the same Western point, must now travel 200 miles out of its way. Inasmuch as the Union Pacific is prohibited, by the terms of its charter, from discriminating against connecting roads, it is confidently believed that this through trade alone will pay all expenses, including the interest upon the bonds, leaving the Company with a portion of the issues of land grants still on hand, a profitable and gradually increasing way business, and 1,500,000, more or less, acres of valuable land, from the sales of which, it is believed, the entire issue of bonds may be redeeming long before maturity. With the same judicious management that has heretofore characterized its affairs, the St. Joseph and Denver City Railroad Company ought to become one of the wealthiest in our country, since it is quite likely to be the last to receive any such grant of land as that owned by it and pledged, with the road itself, for the re-

demption of its Western Division First Mortgage bonds.

Georgia Railroad and Banking Co.

The earnings of this road for the years ending March 31, 1871 and 1872, were as follows:

	1871.	1872.
From passengers	\$395,158 65	\$368,638 39
" freight	1,082,119 71	940,045 29
" mail	22,825 21	25,328 64
	\$1,500,008 57	\$1,384,012 32

Expenses, viz:

Conducting transp.	\$228,905 41	\$219,932 58
Motive power	273,704 77	257,041 50
Maintenance of way	276,009 14	243,998 44
Maintenance of cars	53,939 95	85,262 53

	\$882,559 27	\$806,235 00
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Earnings less expenses	\$667,589 80	\$527,777 82
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Out of which have been paid—

For five new locomotive engines	\$66,742 58
For new passenger depot at Atlanta	26,867 58
For new depots at way stations	2,300 76
For 2 new passenger cars and expenses to Augusta	10,453 24
For new baggage car (mail and baggage combined)	3,300 00
For new cab car (first-class)	2,000 00
For 1/2 interest in 8 Thro' express cars on line between Mobile and Augusta	4,889 80
For new steam pump at Oconee	2,034 52
For new culverts	1,008 00
	119,546 48

Net income	\$408,230 84
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Compared with the previous year the gross earnings of 1871-'72 show a decrease of \$166,086 26; with a decrease in expenses and payments, both ordinary and extraordinary, of \$112,217 80—making the decrease in net income only \$53,868 45. The President in his report says:

The income of the company, both gross and net, from all sources, may be thus stated: Receipts from road operations \$1,334,012 32 Dividends on stock, interest and rent 39,008 05

	\$1,373,020 37
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Charged with railroad expenses and all expenditures on road account 925,781 48

Profits from road operations, dividends, &c	\$447,238 89
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Charged with incidental expenses and salaries 13,410 35

Charged with interest on bonds	50,977 50
--------------------------------	------------------

Charged with State tax 2,339 75

Charged with circulation redeemed	5,137 85
-----------------------------------	-----------------

	71,865 45
--	------------------

8375,373 44

Add net profits of bank 11,991 81

Net profits from all sources	\$387,365 25
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From these profits two dividends of \$4 per share have been paid, free of tax to the stockholders 836,490 70

United States tax	8,008 98
-------------------	-----------------

	844,499 68
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Carried to credit profit and loss 842,865 57

It may be here observed that income except

is entitled to a credit of \$16,000 for January dividend on Atlanta and West Point Railroad stock, declared, but not yet collected.

The past year has been a trying year upon Southern Railroads. The long and continuous spells of wet weather have rendered the duty of keeping track in adjustment impracticable, and our rolling stock has greatly suffered in consequence. The ditches will be thoroughly dried this Summer by an extra force, and as much new iron put on the track as the disposable means of the company will allow. The rail is of uniform pattern, and the fish-bar fastening is used. When completed, the company will have a first-class road the entire length of main line. This will, of course, greatly cheapen the operating expenses.

Through the cheapening influences and extended operations of the Green Line, and the improved condition and management of the Western and Atlantic Railroad, our Provision trade has been greatly enlarged and extended. On this Western trade we mainly rely for a Summer business, and the loss of it would greatly affect our income.

As the organization and operations of "the Green Line" have not been generally understood, the Superintendent, in answer to various inquiries, has given a full and lucid explanation of its system and management, which will doubtless be interesting to some of the stockholders. It may sometimes affect local interests, but to the great mass of consumers, who depend on foreign supplies, it is an unmitigated blessing!

Notwithstanding the very short crop, and the heavy loss at all competing points by the Yellow Fever in Charleston, the falling off in cotton transported over the road has been only 7,797 bales, being 162,470 bales against 170,267 the previous year.

The Board will not here dwell upon the many changes in the bearings of trade, occasioned by the war and its results. For obvious reasons, the center of population is moving Westward from the Northern and Eastern States. Many articles which were formerly supplied from the Northern cities and Baltimore, and sent from our own seaports, over our own roads, for consumption in the interior, are now more cheaply manufactured in the West, creating a demand for more direct exchanges between the two sections. Hence arises a tendency in North and South roads to encroach upon fields which the East and West roads of the South had formerly considered exclusively their own. Weakened and impoverished by the war, and without capital, they cannot control this tendency, and they should adapt their policy with a sound discretion to the new state of things. This is one of the objects of "the Green Line."

It will be seen that the expenditures, both ordinary and extraordinary, have been large. They must continue so until the road is thoroughly renewed, and war damages fully repaired. With some increase of rolling stock, and fifty miles more of new iron, this expensive job will be drawing to a close. With a full equipment, and the road in first-class condition, the relation between gross receipts and net profits will be materially changed. This relation, however, has been greatly affected by causes of a more discouraging character, growing out of our civil conflict—

1st. By heavy taxation, not only upon income, but every element of cost in operating railroads.

2d. By low rates from increased competition, and especially by roads built and sustained by the unjust and pernicious system of State aid! Well located roads, really needed and resting on an honest basis, may merit judicious encouragement, but no policy can be more impolitic and oppressive than to tax the honest industry of the country to encourage useless enterprises and wild and wasteful speculation!

3. From the demoralized condition of the country, in some localities, and a total disregard of all moral duty where corporations are concerned, is often little better than a judicial farce! Some protection has been found in the judiciary, but for this, the railroad interests of the country would be subjected to a palpable equivalent to

confiscation. Protection to property honestly acquired is essential to good government. Without this there is no encouragement to private industry, and no accumulation of national wealth. It is hoped the legislature will see the necessity of doing something for the protection of this important interest, which constitutes a large portion of the little productive wealth remaining to us. It is now virtually in a state of outlawry, and unless something be done for its protection, it will soon become worthless as an investment.

Since the chartering of the Port Royal Railroad Company, various applications have made to our company for material aid. But with one exception, and under a misapprehension of facts, the board has not seriously entertained any proposition for the aid required. The board has always recognized the importance of that improvement as an additional outlet from our Eastern terminus to deep water. They have always recognized its importance to Augusta, with whose interests those of the road are mainly identified. They believed it very important to the whole planting and exporting interests of Middle Georgia, and the country West tributary to our road. Believing all this, but in spite of all this, the directors had come to the conclusion, almost unanimously, to give no aid to the Port Royal Railroad, or in any way to identify our company with its interests, by relations any closer than with other roads connecting at Augusta. The directors had settled upon this policy for several seasons:

1st. We have no surplus means for aid to other enterprises.

2d. We believed it to be injustice to other roads terminating at Augusta.

3d. And mainly, we wished to avoid any policy that would appear aggressive upon the interests of Savannah or Charleston, or the railroads connecting us with those cities, with whom we had long enjoyed mutual and friendly business relations. We do not wish to be placed in a position that would seem to make it the duty of the officers to favor one connecting route more than another. They could not do so without opposing the traditional policy of the city, which has been for free competition, and a perfect choice between all outlets from Augusta as a terminus and entrepot.

But early in the present year reports were current that an unfriendly combination was engaged in purchasing a controlling interest in the South Carolina Railroad, with a view of restricting our Eastern Connections to other routes! We were, at first, incredulous! We hesitated and inquired. The evidence was unbroken in its tenor, and came from both sides! One side was jubilant with hope, and the other full of apprehension and despair! We were admonished by friends and goaded by the press! At length, when all reasonable doubt vanished, a special meeting was called, and the evidence laid before the board. With some hesitation, and great reluctance, the board yielded to the pressure. A proposition, previously made and rejected, was finally, with some modifications, accepted with great unanimity! This proposition was to endorse the First Mortgage Bonds of the Port Royal Railroad for one million dollars, and receive a controlling interest in the stock. Not much value is attached to the stock, except for its voting and controlling power. Without this controlling power, the stock might again change hands, and fall into the hands of speculators and rivals, and all advantage from the arrangement be lost.

The directors declined to take the responsibility, and required the ratification of the stockholders. The question is an important one, and should receive attention in proportion to its importance. It involved a large responsibility, and may be attended with loss. The question is, whether these risks are not more than counter-balanced by more threatening danger?

Though Charleston is in another State, a free and unrestricted connection with it is almost vital to our interest. We do not underestimate the value of our connection with Savannah, the

seaport of our own state, but Charleston is vastly more important to us. It is equally well located for the foreign trade and much better located for the coasting trade, in connection with our road. Shipments made from or through Charleston, to points west of Augusta, all go over our road. From or through Savannah, the chances are that we lose them. We feel no hostility to Savannah, or Charleston either, but feel bound, to a fair extent, to protect our own interests, as we understand them.

In this connection it may be observed, that the proposition required us to purchase control of the Savannah and Charleston Railroad. This was respectfully declined.

The company have 53 locomotives, 26 passenger, 8 baggage, 3 mail, 3 express, 403 box, 13 cab, 102 platform, 35 stock, 22 coal, 17 shanty and 2 wood cars. Miles run by locomotives, 971,050, an increase over the previous year of 60,297. Miles of road in use, 231. Bales of cotton transported, 162,470. Bushels of grain, 887,531. Barrels of flour 77,875. Pounds of guano, 31,545,418. The Superintendent in his report says:

It is impossible to say, with any degree of certainty, to what extent, if any, the earnings of your road may be effected by new competition which will be offered, upon the completion of the South and North Road, opening up the line under one management from Louisville, Ky., to Montgomery, Ala.; and upon the completion of the Air Line (as it is termed) from Atlanta to Charlotte, with one management from Atlanta to the Eastern cities; the former bidding at Montgomery, and the latter at Atlanta, for business which has formerly been done almost exclusively by the Georgia and Central Railroads.

The managers of both these projected lines calculate largely upon carrying cotton from the interior of Georgia and Alabama to the Eastern cities by their all rail routes. Those managing the Louisville line expect to load cars from the West with produce, live stock, agricultural implements, &c., and return the same cars over their road loaded with cotton. We apprehend that the managers of the route via Charlotte, from Atlanta to the Eastern cities, will offer low rates for carrying merchandise traffic from the Eastern cities to the interior with the hope of loading the cars back with cotton.

These are unwelcome truths. But it would be unwise not to see them, discuss and meet them.

How much this spirit of competition, when fully developed, may effect your interest, cannot now be seen; but its extent and influence will depend greatly upon the facilities which your route can offer and the promptness with which business over it can be dispatched. The management of the Western and Atlantic Railroad is in the hands of parties friendly to the Railroads of Georgia, and has uniformly refused to enter into any combination for ruinous competition.

The officers of your road will not ignore the fact of these threatened dangers, but look them squarely in the face, and, if possible, meet and avert their damaging influence by enlightened, liberal and energetic management.

The earnings of the Macon and Augusta Railroad were \$94,130 02; and the expenses, \$120,031 89—showing an excess of expenses over receipts of \$25,901 87. To put this road in condition to do much increased business satisfactorily will require considerable outlay for bridging, grading, new depot buildings, etc. In reference to the system and management of "the Green Line," referred to in the Report of the President, the Superintendent says:

Previous to the present arrangement, freight between distant points—between Louisville, Ky., and Augusta, Ga., for instance—was transferred from the Cars of one Road to the Cars of the Connecting Road at the terminus of each Road. At Nashville, Chattanooga and Atlanta, each Com-

pany using its own Cars exclusively on its own Road, required three transfers between Louisville and Augusta, or four transfers between St. Louis and Augusta.

This system was found to be very expensive to the Railroad Companies and damaging to shippers in direct loss and in delay of freight.

To obviate this loss and delay to both shippers and the Railroad Companies, the present system of running Through Cars, and of painting them green, was adopted, which is nothing more nor less than the following arrangement and agreement:

Each Road is assessed for Cars pro rata, according to the volume of its Through Western business. These Cars are appropriated to this Through business exclusively, and to insure certainty and regularity in the service they are all painted green.

An Agent is appointed and paid jointly (in proportion to revenue received) by all the Roads, who keeps at Atlanta the mileage account of these cars. He receives detailed reports from the officers of each Road of the mileage made over their respective Roads by cars in the "Green Line" belonging to other Roads. At the close of each month this Central Agent balances the mileage account of each Road, with such checks as to do exact justice to each Company in the settlement of the mileage accounts. As remarked, it is intended that each Road should put in cars in proportion to this Western business passing over the respective Roads; but this is not always done. For instance, at present the Nashville and Chattanooga Railroad has 165 cars in the Green Line; the Western and Atlantic Railroad 250; while the Georgia Railroad has only 38. At present some of the Roads have in the Line less than their proportion, while others have in the Line a greater number of cars than their proportion; but this is equalized and made just by the balancing of the mileage accounts at the close of each month.

There are fifteen Roads running cars under the Green Line system.

The Tariffs for Freight under this arrangement are considered and agreed to by the officers of the different Companies, just as they were when the freight was transferred at the terminus of each Road, and the whole revenue derived divided exactly pro rata per mile between the Roads over which the freight passes.

This line is unlike most of the fast Freight Lines in the country, in this, that there is no private interest in any way connected with it, but it is conducted exclusively for the interest and profit of the Railroad Companies furnishing the cars.

The arrangement has proven eminently satisfactory to both shippers and Railroad Companies, and must continue to prove profitable to both in lessening losses and preventing delays.

The following is a condensed statement of the condition of the Georgia Railroad and Banking Company on the 30th day of March, 1872:

The road and its outfit	.....	\$4,156,000 00
Real estate	.....	116,458 61
Banking house and lot	.....	35,000 00
Materials on hand for road	.....	112,841 06
Road expenses & expenditures for the road	.....	\$995,183 88
Incidental expenses and		
salaries	.....	13,410 35
Interest on bonds	.....	50,977 50
U. S. tax on dividends	.....	8,008 98
Tax to the State of		
Georgia	.....	2,339 75
		1,069,920 46
Stock of other companies	.....	939,891 67
Bonds of other companies	.....	98,960 00
Note of Western R. R. Company of		
Alabama	.....	20,000 00
Bills receivable	.....	18,476 80
Assessment on stock	.....	207 50
Macon & Augusta R. R. Company	.....	81,867 53
Cash	.....	191,723 78

\$6,841,147 41

Capital stock	.....	\$4,200,000 00
Profit and loss	.....	288,429 30
Income from railroad	.....	\$1,873,596 19
Transportat'n of mails	.....	27,419 53
Dividends on stocks	.....	28,108 17
Rent	.....	50 00
Interest	.....	10,849 88
		1,440,023 77
Bills payable	.....	50,000 00
Bonds of this company	.....	722,500 00
Dividends unpaid	.....	41,496 85
Due to other companies, agents, &c.	.....	12,213 85
U. S. tax on company's coupons	.....	14 16
Circulation	.....	86,469 48
		\$6,841,147 41

President.—JOHN P. KING.

Directors.—E. E. Jones, Geo. T. Jackson, Edward R. Ware, James S. Hamilton, Antonie Poulin, M. P. Stovall, James W. Davies, D. E. Butler, L. M. Hill, Wm. M. Reese, Thos. J. Burney, George Hillyer, Josiah Sibley, John Davison, Stevens Thomas, Wm. W. Clark.

Superintendent.—E. W. COLE.

Treasurer.—J. MILLIGAN.

The Philadelphia *Ledger* of 17th inst., reports the net anthracite coal tonnage for the week ending on the 8th inst., from all sources, at 454,411 tons, and for the year 7,622,945 tons, against 3,200,784 tons to the same date last year, being an increase in the tonnage of anthracite coal of 4,432,161 tons. The production of bituminous coal for the week was 62,444 tons, and for the year 989,679 tons, against 888,939 tons to the corresponding time last year—an increase of 100,740 tons. The total production of all kinds of coal for the week was 516,855 tons, and for the year 8,622,624 tons, against 4,089,723 tons to corresponding time last year, showing an increase of 4,532,901 tons.

The Washington, Cincinnati and St. Louis (narrow gauge) Railway was formally organized at Luray, Page Co., Va., on the 13th inst., by the election of a board of directors with Hon. P. B. Borst as President. The road is to run from Washington city, through Virginia and West Virginia, thence westward to St. Louis. It will pass through one of the grandest agricultural, iron and coal regions on this continent. The charter of the road, which was granted by the Virginia Legislature last winter, is one of most favorable provisions. The enterprise has met with a most favorable reception from the people of Virginia and West Virginia along the line of its contemplated route.

Two sets of engineers are now engaged in surveying the route of the Baltimore and Drum Point Railroad. One party is running a line from Rutland to Crownsville, in Anne Arundel Co., Md., and the other from Davidsonville to a point near Millersville. The latter route is near the line run by the late Col. Hughes.

Judge Sargent having dissolved the injunction restraining the directors of the Nashua and Rochester Railroad from collecting subscriptions and transacting business, contracts for building the road will be closed at once and ground broken.

Henry Colony has been elected president and E. Hatch clerk of the Manchester and Keene (N. H.) Railroad. It is expected the work of constructing the road will soon be commenced.

Hanover Branch Railroad.

The annual report of this company, whose road, extending from the Northern Central Railway west to Hanover, Pa., is 12½ miles long, is a very good statement of what can be done with a short local line, with careful and honest management. The capital account gives the cost of road, real estate, rolling stock, etc., at \$272,868 50, which is at the rate \$21,880 per mile. The company owns, besides material, etc., \$36,000 in the stocks and bonds of connecting roads. Its capital stock amounts to \$116,850, and there is no bonded debt, that having been paid out of the profits, which stand recorded in capital account, at \$229,615 18. The following is a statement of the operations of the last fiscal year, ending March 31, 1872:

RECEIPTS.

From through freight.....	\$39,790 68
" local freight.....	1,228 42
" passengers.....	18,597 10
" Adams Express Company.....	333 36
" United States mails.....	650 00
" interest on loans.....	1,727 69
" rents.....	430 66
" materials sold.....	6,428 98

Earnings of the Hanover Branch Railroad proper..... \$69,187 48

To which is to be added receipts—

For working Gettysburg Railroad..... \$12,371 54
For working Littlestown Railroad..... 2,665 20

15,086 75

Total receipts..... \$84,224 23

The expenditures were—

Transportation..... \$36,750 31
Maintenance of road and buildings..... 11,850 33
Taxes on dividends and U. S. taxes..... 8,332 04
Contingencies, office expenses, &c..... 638 86
General superintendent..... 600 00
Salaries and expenses of board..... 1,228 00

54,399 54

Balance..... \$29,824 69
Balance, in treasury from last year..... 36,834 24

Total..... \$66,708 93

The expenses were about 64 per cent. of the gross receipts, and the net earnings were equivalent to 25 per cent. of the capital stock. A ten per cent. dividend was made, half as much was expended for new construction, rolling stock and other additions to the property, and an investment equal to about 20 per cent. was made in the stock and bonds of the connecting railroads, though part of this came from a previous year's balance. Altogether the stockholders should be very well satisfied with their property. The connecting roads which this company is assisting are the Frederick and Pennsylvania Line, which is an extension of its leased Littlestown Railroad from Littlestown (two or three miles from the Maryland line), southwestward to Frederick, Md., about 30 miles, and the Bachman Valley Railroad, from a point on its line southward 13 miles to Ore Bank, Md., through hematite iron ore deposits.

Florida Ship Canal.

A Ship Canal across the peninsula of Florida is proposed. The route is up the St. John's river 127 miles, then up the Ocklawaha river 60 miles. To this point a ship canal for the distance of 40 miles must be cut through the swamps to the Amanzara river, at a spot 35 miles from its mouth, where it empties into the Gulf of Mexico, near Cedar Keys. By this route 650 miles will be saved on the voyage between the mouth of Mississippi and the Atlantic ports. As the trade of 1871 between

the ports on the Gulf of Mexico and those on the Atlantic coast amounted to 800,000 tons, it is believed a handsome revenue would be derived from the proposed canal.

Delaware and Hudson Canal.

The Board of Managers herewith submit to the stockholders the annual statement of the business of the company for the year ending December 31, 1871, showing a net profit of \$1,665,622.78, or a fraction over 11 per cent. on the capital stock.

At the date of the last annual meeting the operations of the company had been for some months suspended by a general strike in the mining region. This strike continued until the 20th day of May, when the men accepted the reasonable terms offered them by us, and work was resumed.

Notwithstanding the loss of nearly one-half of the year by this interruption, our production for the season was 2,011,133 tons, being only a very little short of that of 1870.

Before the end of 1871, it became apparent that the productive ability of the various coal companies was greater than the current demand. The market price had subsequently begun to show symptoms of weakness, when the occurrence of the great fire in Chicago, causing a general depression in trade, precipitated the decline, and the season closed with large stocks, a light demand, and a very gloomy outlook for the business of 1872. There are, as yet, no indications of a recovery in prices. Coal is now relatively lower than any other important article of general consumption; and in view of the large and increasing capacity for production and transportation, there is no reason to expect any advance during the present year. The low prices which now rule will, however, extend and stimulate consumption, and so gradually bring about a more satisfactory state of things in our branch of trade. Meanwhile we must aim, by an increased volume of business, to make up for the loss occasioned by the fall in price, and thus keep ourselves in a position to reap the sure and not distant harvest when consumption shall have again overtaken the ability to produce.

On the 1st day of May last this company completed an arrangement for the perpetual lease of the property of the Rensselaer and Saratoga Railroad Company. By the terms of the lease we are to pay the interest on the funded debt of the Rensselaer and Saratoga Company, and after 1871, eight per cent. on its stock. The experience of the past year has abundantly satisfied the Board that this lease will prove to be a good one for our company, both directly in the income from the leased property, and indirectly in furnishing a greatly extended and profitable market for the sale of our coal.

During the past year the branch road from Nineveh to Susquehanna, known as the Lackawanna and Susquehanna Railroad, has been constructed, by which the distance between our mines and the Northern and Eastern markets has been shortened about 20 miles. A third rail has also been laid on the Albany and Susquehanna road for the use of narrow gauge cars, and with a view to the ultimate abandonment of the wider and more expensive gauge. A greatly increased traffic has already resulted from these improvements, exceeding our best hopes, and is now more than ever evident that the acquisition of the Albany and Susquehanna road will prove of the highest permanent value in its bearing on the success of our company.

It is hoped that arrangements may soon be completed for the extension of the Rensselaer and Saratoga line of road along the west shore of Lake Champlain to connect with the roads leading into Montreal. This will secure for us not only a large market for coal, but also profitable return freights of iron ore and lumber for our cars.

The President of the company, Mr. Thomas Dickson, has been for some months absent from the country. His return, which will be warmly welcomed by all interested in the company, is ex-

pected in the course of the coming summer. By order of the Board, GEO. TALBOT OLYPHANT, President pro-tem.

Statement of the business of the Delaware and Hudson Canal Company, for the year ending December 31, 1871:

To coal on hand January 1, 1871..	\$372,831 00
To coal purchased.....	810,741 85
To mining coal.....	2,619,902 68
To R. R. transportation and repairs.....	786,813 81
To freight on coal on canal.....	966,405 82
To canal expenses, repairs, etc.....	280,611 53
To Rondout expenses.....	151,615 76
To freight of coal via Erie Railway.....	395,448 17
To harbor and yard expenses.....	118,890 16
To salaries, rent, law expenses and current expenses at N. Y. office.....	185,911 60
To Government and State taxes.....	239,282 50
To interest.....	434,562 90
To balance.....	1,665,622 78

\$9,028,410 56

By sales of coal to Dec. 31, 1871.. \$7,604,456 10
By canal tolls collected..... 111,361 38
By miscellaneous profits..... 670,580 82

By coal on hand December 31, 1871, at Honesdale, on line of canal, Rondout and New York... 642,042 26

\$9,028,440 56

Condensed balance sheet Delaware and Hudson Canal Company, January 1, 1872:

Cost of canal.....	\$6,339,210 49
Cost of railroad and equipment.....	4,533,857 68
Cost of Lackawanna and Susq. R.R.	975,632 82
Cost of opening mines and improvements.....	1,285,832 71
Cost of mine fixtures and equipment.....	246,682 85
Cost of telegraph lines.....	12,000 00
Cost of real estate.....	5,918,831 82
Cost of boats and barges.....	942,592 04
Cost of coal yards and fixtures, tools, implements, etc.....	195,774 11
Supplies on hand.....	413,085 89
Advances to business, 1872.....	266,984 27
Miscellaneous assets.....	3,310,085 73
Cash assets, notes receivable, etc., deducting liabilities.....	1,028,130 03
Coal on hand.....	688,189 39

\$26,156,839 83

Capital stock..... \$15,000,000 00
Funded debt..... 8,491,000 00

*Profit and loss..... 2,665,839 83

\$26,156,839 83

*Dividends payable February 1, 1872, \$750,000 (not declared at date of this report, and since paid), to be deducted.

Statement of tolls received on the Delaware and Hudson Canal and Railroad in each year since the completion of the works:

1830.....	\$16,422	1851.....	\$158,441
1831.....	20,554	1862.....	293,174
1832.....	28,717	1853.....	378,479
1833.....	37,004	1854.....	587,949
1834.....	36,946	1855.....	652,362
1835.....	41,976	1856.....	588,737
1836.....	45,154	1857.....	425,198
1837.....	44,882	1858.....	307,698
1838.....	40,328	1859.....	311,597
1839.....	40,095	1860.....	397,677
1840.....	35,450	1861.....	367,958
1841.....	39,888	1862.....	816,876
1842.....	33,894	1863.....	954,822
1843.....	30,936	1864.....	1,213,570
1844.....	38,525	1865.....	201,679
1845.....	25,880	1866.....	118,482
1846.....	26,068	1867.....	96,530
1847.....	38,971	1868.....	89,846
1848.....	46,548	1869.....	110,172
1849.....	34,817	1870.....	110,258
1850.....	97,999	1871.....	128,886

Total..... \$8,604,824

Board of Managers: Charles N. Talbot, Edward J. Woolsey, George Talbot Olyphant, Abiel A. Low, Robert Lenox Kennedy, James M. Halsted, Le Grand B. Cannon, James R. Taylor, Thomas Dickson, John Jacob Astor, Thomas Cornell, W. J. Hoppin, Isaac N. Seymour.

President—Thomas Dickson, Scranton, Pa. Treasurer—Charles P. Hartt, New York city. Secretary—Daniel Wilson, New York city. Sales Agent—James C. Hartt, New York city. General Superintendent—Coe F. Young, Honesdale, Pa.; Superintendent of Coal Department—E. W. Western, Providence, Pa.; Superintendent of Railroad Department—R. Manville, Carbon-dale, Pa.; Superintendent of Canal Department—Asher M. Atkinson, Honesdale, Pa.; Sales Agent Southern and Western Departments—Joseph J. Albright, Scranton, Pa.

Railroads of Ohio.

The resignation of Gen. George B. Wright, and the appointment in his place of the Hon. R. D. Harrison, as Commissioner of Railroads and Telegraphs of the State of Ohio, took place late in October, 1871—just about the time the Annual Report of the Commissioner was expected to be published. This event resulted in an unanticipated delay in its publication; and the subsequent and more recent death of the successor of Gen. Wright has evidently had the effect of delaying the operations of the department over which these gentlemen successively presided. General Wright's resignation was the consequence of his election to the Vice-Presidency of the Atlantic and Great Western Railway Company as re-organized.

The incident drawbacks of such a condition of the department are very apparent in the report before us, but are natural, and such as might easily be anticipated, but not so easily provided against. It requires considerable experience, let alone natural tact, to conduct the intricate machinery of the office. Gen'l W. was the proper man to organize such machinery; and when his successor came into office he could but continue the processes adopted by the organizer of the department in question. And so he did, with great credit to himself; and in his death the public, interested in internal commerce, lost a faithful and efficient representative.

The report recently published, covering a respectably sized volume, in consequence of the difficulties above represented, is not therefore what it would have been had no changes been made in the department. We find also that several important companies have failed to comply with the law establishing the department, and have sent in very bare, inadequate, and, in some instances, faithless summaries of their affairs. It is impossible, however, for us to go behind or alter the figures given in the Report (even when our information is more complete), and hence the table which accompanies these remarks is simply a codification of what had been accepted and acknowledged by the official authorities.

We have not the name of the successor of the late Mr. Harrison; but we must say that in the compilation of the statistics for the official year ending June 30, 1872, we hope for not only a continuance of the form of compilation adopted by his predecessors, but also for a gradual enlargement of the several chapters in railroad economy, and finance, to proportions adequate to the proper representation of the grand subject he has to treat upon.

Ohio Falls Car Company.
The great car works at Jeffersonville, Indiana, which suffered a disastrous conflagration on the 20th of March last, is now rapidly undergoing the process of rebuilding, much to the gratification of the people of that town. The stanch and durable brick buildings, which are fast assuming shape under the handiwork of the busy bricklayers, is a sight at once enchanting to all who love the prosperity of the town and vicinity. The new car-works will not have any resemblance whatever to the old car-works; the buildings will be thirty in number, and in their arrangement will be entirely different to those of old. The walls of the "hardwood" machine shop are all up, and the roof is being put on. Three freight-erecting shops have already been commenced and the iron machine-shop was commenced last Monday. The bricklaying work of the latter is expected to be completed by Saturday night, ready for the roofing. The foundry is being erected just adjoining the eastern limits of the car-works grounds, four hundred feet back from the front fence. It will be the largest foundry west of the Allegheny mountains. President Sprague expects to commence building freight cars in August. The following is a list of the buildings (all of which are to be fire-proof which will comprise the new car-works when they are rebuilt): Large wood machine-shop, 230 by 82½; small wood machine shop, 108 by 37. The first is intended for working the heavy lumber, the second for light material; blacksmith shop, 200 by 90; iron machine shop, 110 by 82; foundry, 322 by 88; wheel and axle shop, 62 by 55; truck house, 70 by 35; three erecting-shops, respectively 126, 96 and 111 feet long, and 47½ feet wide. Two erecting-shops, respectively 105 and 140 feet long, by 77 feet wide; machine-shop, 140 by 60; cabinet-shop, 140 by 75. To this list should be added three sets of engine and boiler-rooms, the pattern lost and shop, and various storehouses. The large wood machine shop is being roofed in, the three freight-erecting shops, foundry, engine and boiler-rooms, in connection with the wood machine shop, are in various stages of construction.

Canada Southern Railway.

The managers are pushing the work on their road, and will have the entire line between Buffalo and the Detroit river completed and in operation during the present year. The larger portion of the road has been graded, 9,000 tons of iron are already on the ground, and track laying will be commenced at once. A contract has also been made with J. S. Casement, the well known railroad builder, who undertakes the construction within four months of a road from Toledo to the western terminus of the Canada Southern at Amherstburg. This link will form the connection between the Canada Southern and Toledo, Wabash and Western roads, and shorten the distance between Buffalo and Toledo 23 miles. The road will give an outlet to Toledo for a large amount of freight which the Wabash Road brings to that place, and has in the past been detained there during the winter for want of railway facilities. When finished, the road will form the most direct route from Buffalo to Chicago, with no grades above 15 feet to the mile. At Chicago the road will connect with the Chicago, Rock Island and Pacific, which is also represented in direction of the Canada Southern Company. The managers of the road anticipate that the easy grades of road and shorter distance to be traversed will have an important influence in cheapening freights between the Atlantic and the Great West.—*Railroad Record.*

Safe and Profitable!

THE CANADA SOUTHERN First Mortgage Sinking Fund 30 Years 7 PER CT. GOLD BONDS AT 90 AND ACCRUED INTEREST.

The Road runs from Buffalo to the Detroit River, and is the Eastern link in the new AIR LINE FROM BUFFALO TO CHICAGO, and has been under construction for about two years past by railroad men who have seen the necessity for a STEEL RAIL, LOW GRADE, SHORT ROUTE between the great railroad systems which diverge from Chicago, Toledo and Buffalo.

Among the builders of the road, by whose cash subscriptions 220 miles (out of 290) have already been graded, bridged and made ready for the superstructure, a large part of the steel rails bought, all of the materials for the stations and a part of the equipment purchased, are:

MILTON COURTRIGHT, JOHN F. TRACY, DAVID DOWS, WM. L. SCOTT, HENRY H. FARNHAM, R. A. FORSYTH, HENRY PORTER, JOHN M. BURKE, M. L. SYKES, Jr., B. F. ALLEN, all directors, either in the Chicago and North West or the Chicago, Rock Island and Pacific; GEO. OPDYKE of the Midland Road; JOHN B. ALLEN, SIDNEY DILLON, DANIEL DREW, J. S. CASEMENT, J. & J. CASEY, O. S. CHAPMAN, JOHN ROSS, DAVID STEWART, and F. H. WINSTON.

THE ROAD will be

33 Miles Shorter than any other Road, either BUILT or in contemplation between Buffalo and Chicago, and will also shorten the distance between Toledo and Buffalo 23 miles.

THE MAXIMUM GRADE on the entire line does not exceed FIFTEEN FEET to the mile—and Ninety-six per cent. of the road IS STRAIGHT.

THE ROAD WILL BE COMPLETED and in running order on or before Dec. 31 of this year.

The principal and interest of the bonds are payable either in New York, London, or Frankfort.

We confidently recommend the bonds to all classes of investors.

**LEONARD, SHELDON & FOSTER,
No. 10 Wall-Street.**

NOTICE.

HAVING BECOME ASSOCIATED WITH Messrs. LEONARD, SHELDON & FOSTER in the Agency of the CANADA SOUTHERN RAILWAY CO., we offer the above named Bonds for sale.

After a thorough investigation, we recommend them to our friends and customers as a SURE AND RELIABLE INVESTMENT.

Pamphlets and all information furnished on application.

**Winslow, Lanier & Co.,
27 PINE ST.**

RAILROAD EARNINGS—MONTHLY.

Central Pacific (in gold):	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1867.	38,169	51,831	60,029	81,156	95,828	121,702	174,512	181,297	200,560	212,109	128,166	75,871	1,470,653
1868.	64,463	86,937	81,396	96,451	106,836	164,729	259,590	251,532	262,770	29,422	286,562	342,743	2,300,767
1869.	212,604	218,982	301,308	485,048	568,270	556,080	532,657	511,554	609,788	579,642	535,306	467,659	5,670,882
1870.	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.	536,499	485,490	614,444	720,929	592,341	795,176	869,297	1,006,373	905,922	981,006	897,234	672,358	9,467,072
1872.	634,480	545,487	863,050	951,200	1,221,625	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Alton:	280,503	275,283	299,063	258,480	322,278	355,270	335,985	400,251	401,263	357,956	307,919	236,824	3,840,092
1866.	226,153	222,241	200,111	249,249	329,851	371,544	321,597	387,209	322,638	360,223	323,030	271,247	3,695,153
1867.	243,787	157,832	235,961	282,166	335,510	342,358	354,244	415,982	408,999	426,752	359,102	330,169	3,892,861
1868.	276,117	275,140	287,094	279,121	303,342	384,504	404,012	558,101	486,196	503,746	409,569	361,701	4,508,643
1869.	343,182	315,099	388,727	328,390	345,833	402,854	351,045	492,232	506,623	468,212	397,515	340,851	4,681,563
1870.	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.	353,235	342,369	384,999	388,964	461,290	466,097	533,655	554,163	507,617	473,227	456,607	377,087	5,278,910
1872.	372,316	329,170	378,021	381,544	440,457	.....	.....	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:	273,876	317,839	390,355	421,363	466,830	565,145	480,710	519,306	669,605	729,759	716,378	563,400	6,114,566
1866.	541,005	482,164	499,296	468,358	585,623	747,942	702,691	767,508	946,707	923,683	754,671	547,842	7,976,490
1867.	523,566	399,917	523,845	527,519	858,048	925,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,359	9,299,430
1868.	696,147	574,664	765,398	774,286	865,712	893,658	888,214	1,063,237	1,448,942	1,541,057	1,211,530	879,900	11,632,739
1869.	724,890	807,478	860,192	1,094,597	1,211,150	1,180,933	1,076,674	1,261,940	1,507,479	1,570,067	1,107,084	1,001,987	13,384,191
1870.	802,093	803,287	1,142,166	1,112,190	1,268,444	1,251,951	1,157,056	1,037,974	1,305,673	1,371,780	1,140,145	845,708	13,355,467
1871.	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,396	1,227,513	1,259,282	1,306,338	1,037,964	773,491	12,203,403
1872.	655,423	602,482	774,904	787,641	1,094,101	952,599	851,846	1,099,337	1,281,574	1,047,318	1,006,235	842,012	10,991,888
Cleveland, Col., Cinc. and Indianapolis:	242,206	236,160	242,509	236,435	193,959	206,696	218,347	271,425	287,451	293,206	262,798	230,061	2,018,342
1866.	204,112	180,840	239,522	247,661	241,456	250,408	253,367	341,783	320,025	293,615	271,555	242,621	3,096,956
1867.	203,069	226,897	244,182	246,046	209,169	274,021	249,355	319,012	317,887	359,239	319,573	284,156	3,273,719
1868.	270,204	273,751	315,149	295,460	281,491	288,775	314,860	360,759	374,671	358,723	340,625	317,773	3,765,343
1869.	327,538	318,626	354,766	366,960	378,493	.....	.....	.....	.....	.....	.....	.....	.....
Illinois Central:	327,900	416,588	459,762	423,797	406,373	510,100	423,578	640,179	799,226	661,391	657,141	603,402	6,329,447
1864.	571,536	528,972	616,665	516,608	460,573	617,682	578,403	747,469	739,736	641,589	643,887	518,088	7,181,208
1865.	608,063	505,206	505,468	411,606	569,250	567,679	480,626	578,253	571,348	601,971	588,219	504,066	6,646,741
1866.	647,120	524,871	471,071	440,271	477,027	516,493	525,242	709,327	738,530	823,901	727,810	613,329	7,160,992
1867.	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,326	889,967	801,530	685,401	681,041	7,817,923
1868.	659,138	524,693	709,645	568,282	640,975	778,261	666,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1869.	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,571	6,678,958
1870.	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	888,131	8,401,142
1871.	642,466	527,068	572,175	547,988	630,373	.....	.....	.....	.....	.....	.....	.....	.....
Marietta and Cincinnati:	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	113,504	112,962	123,802	1,201,230
1866.	94,136	78,978	92,010	92,768	90,526	99,535	106,594	114,716	121,217	142,823	132,387	123,383	1,278,713
1867.	92,433	81,599	98,482	108,461	95,416	95,924	108,413	126,556	121,519	125,066	119,169	121,408	1,294,095
1868.	98,517	91,666	103,558	109,526	111,033	118,648	114,496	129,388	140,473	132,869	131,019	109,629	1,390,522
1869.	90,177	98,275	101,379	106,246	110,213	111,117	111,127	118,407	132,998	153,531	144,023	141,376	1,418,869
1870.	130,883	126,224	140,740	118,173	119,650	115,115	118,572	127,341	166,191	175,408	172,587	169,820	1,690,714
1871.	152,577	142,408	150,784	145,558	158,717	.....	.....	.....	.....	.....	.....	.....	.....
Michigan Central:	262,435	278,848	348,802	338,276	271,553	265,780	263,244	346,731	408,445	410,802	405,510	376,470	3,970,946
1864.	306,324	279,137	344,223	337,241	401,456	366,668	329,105	413,501	476,661	490,694	447,370	328,870	4,520,550
1865.	282,439	265,796	337,158	343,737	365,196	335,083	324,986	359,649	429,161	493,640	414,604	308,669	4,260,115
1866.	304,095	283,661	375,210	362,783	333,952	284,977	313,021	398,993	464,778	506,296	412,934	330,373	4,371,038
1867.	343,316	304,315	326,880	415,758	369,236	325,501	321,013	392,942	456,973	511,820	410,820	399,671	4,509,251
1868.	384,120	320,636	386,527	411,514	403,646	366,623	329,950	353,569	473,546	490,772	448,419	374,542	4,744,164
1869.	373,992	329,128	384,431	412,030	404,283	363,187	362,891	378,880	467,990	511,447	453,873	387,827	4,755,988
1870.	418,755	442,665	441,685	470,703	480,547	427,096	422,515	529,590	628,660	582,802	533,506	.....	.....
1871.	505,586	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Milwaukee and St. Paul:	319,763	240,755	261,143	316,266	401,409	369,356	365,412	350,565	751,738	1,101,771	775,616	438,323	5,683,608
1866.	369,228	321,203	333,608	436,412	565,718	455,191	423,398	522,682	621,045	1,024,045	1,037,484	566,917	6,517,646
1867.	345,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	734,732	1,040,102	801,195	496,563	7,230,069
1868.	396,171	382,823	377,571	443,132	730,700	755,737	636,434	681,020	808,318	908,313	791,014	529,758	7,420,421
1869.	396,760	327,431	377,571	483,884	662,567	658,018	481,113	506,597	816,345	841,150	644,625	743,295	6,668,056
1870.	400,985	387,525	426,192	474,188	580,432	.....	.....	.....	.....	.....	.....	.....	.....
Ohio and Mississippi:	210,329	260,466	300,261	269,444	224,963	223,242	268,177	302,590	332,400	278,000	346,243	275,950	3,311,077
1866.	259,233	239,139	313,914	221,527	290,916	304,463	349,285	344,700	350,348	372,618	412,553	284,319	3,793,005
1867.	267,541	246,109	326,236	274,424	283,130	253,925	247,262	305,454	278,701	310,762	302,426	281,613	3,280,588
1868.	242,793	219,065	274,647	284,729	282,039	240,135	224,633	322,521	365,371	379,367	330,666	272,063	3,459,319
1869.	211,973	231,351	256,905	252,149	204,620	217,082	194,455	287,557	307,122	283,329	274,637	235,861	2,964,041</td

AMERICAN RAILROAD JOURNAL.

Compiled from the Annual Reports of Railroad Companies made to the Hos. R. D. HARRISON (since dead), State Commissioner of Railroads and Telegraphs.

A tabular statement of their Capital, Length, Cost, Earnings, Expenses, Dividends, &c., for the fiscal year ending June 30, 1871.

Railroads of the State of Ohio.

Railroads.	Capital Account.			Length of Track.			Cost of Roads Road			Gross Earnings.			Expenses and Rents.			Net Earnings.			Dividends.		
	Stock.	Bonds.	Debt.	Total.	Main.	Branch.	Other.	Passenger.	Freight.	Other.	Total.	Passenger.	Freight.	Other.	Total.	Am't.	Rate.	\$	p. c.		
Atlantic and Great Western	29,598,695	29,999,900	\$	59,598,595	387.50	32.84	96.12	59,598,695	507.16	975,774	3,485,382	195,983	4,667,139	5,373,594	(Loss)	3,167	697	...	...
Carrollton and Oneida	14,400	2,500,000	2,500,000	200	14,600	12.00	...	0.90	101,000	12.00	2,647	3,122	800	6,669	3,402	3,167	697	5	...		
Central Ohio (Balt. and Ohio)	3,000,000	2,500,000	5,500,000	5,000,000	137.00	27.25	5,499,969	137.00	305,092	605,542	64,359	974,994	789,861	235,133	159,770	516	...	...	...
Cincinnati and Baltimore	134,000	225,503	726,103	700	7.00	723.162	...	720,162	...	(Included in the Marietta and Cincinnati returns.)	553,396	242,253	1,216,807	519,983	696,824	282,963	8	...	...	...
Cincinnati, Hamilton and Dayton (I. O. & L.)	366,600	134,000	5,532,000	2,032,000	59.90	108.80	5,320,769	59.93	420,165	...	...	...	...	...	...	...	...	...	...	...
Cincinnati and Indiana (I. O. & L.)	500,000	2,000,000	2,500,000	2,500,000	20.50	8.10	1,894,478	20.50	116,046	162,774	9,614	288,434	222,167	66,267	...	...	...	...	...	...
Cincinnati and Muskingum Valley	4,000,000	1,500,000	5,500,000	5,500,000	...	...	5,500,000	...	5,500,000	...	(In progress—16 m. finished.)	Total 132 m., and sidings, &c., 10,25.)	...	...	...	...	...	...	...	...
Cincinnati, Richmond and Chicago	382,600	625,000	21,294	1,028,894	36.00	...	2.55	947,885	42.00	72,104	90,288	7,348	169,740	129,248	40,492	...	...	...	...	...
Cincinnati, Sandusky and Cleveland	3,409,596	2,419,421	1,800	5,830,817	155.00	15.50	22.00	5,830,817	190.50	261,433	468,177	71,092	800,702	524,913	275,789	...	...	...	...	...
Cleveland, Columbus, Cincinnati and Indianapolis	11,620,000	3,000,000	14,620,000	341.00	50.00	48.00	12,957,975	391.00	796,437	2,583,306	225,394	3,605,187	2,446,498	1,158,639	742,528	7	...	...	...	...
Cleveland and Mahoning (Alt. & Gt. Western)	2,056,950	1,512,600	...	3,569,550	67.00	12.50	47.25	3,147,934	...	...	...	...	274,272	274,272	274,272	145,891	7	...	...
Cleveland, Mt. Vernon and Delaware	1,390,000	1,357,000	...	2,890,000	63.75	...	9.00	2,890,000	76.25	71,900	159,243	14,161	245,804	154,981	90,328	...	...	...	...	...
Cleveland and Pittsburgh	7,839,300	3,678,000	11,579,300	166.75	...	32.75	11,577,789	...	(Leased to P. Ft. Wayne & Chic.)	1,480,961	...	...	...	764,113	10	...	...	...	...	...
Columbus, Chicago and Indiana	13,189,337	24,096,324	16,571	37,302,282	76.00	13.00	11.40	3,165,945	89.00	(No returns made but all included in P. C. and St. Louis R. R. report.)	347,683	12,144	473,351	224,114	249,287	...	...	...	...	...
Columbus, Hocking Valley, and Springfield and Cincinnati	866,852	1,800,000	143,934	2,810,786	76.00	...	...	...	...	(No returns made but all included in P. C. and St. Louis R. R. report.)	113,523	...	...	...	...	...	...	...	...	...
Columbus and Xenia	82,350	627,445	12,906	622,701	31.78	...	1.82	602,594	48.00	(20 m. in operation and worked by C. S. and C. Company. Now completed thro' 44 m.)	51,963	59,816	6,806	118,585	95,585	22,996	...	...	...	...
Dayton and Michigan	2,393,146	4,244,500	118,835	6,736,481	140.71	...	20.19	6,612,016	142.00	308,008	730,986	41,267	1,080,266	671,500	408,756	...	...	...	...	...
Dayton and Union	82,350	527,499	8,191	618,990	31.80	...	2.85	600,746	46.80	48,425	68,194	7,708	124,327	109,256	15,071	...	...	...	...	...
Dayton and Western	809,276	701,000	...	1,010,276	41.50	...	3.25	...	...	200,000	7,000	2,000	1,667	1,977	...	...	...	...	...	...
Harrison Branch	200,000	...	...	200,000	7.00	...	0.49	333,283	13.00	9,772	82,163	4,390	96,315	78,437	17,878	...	...	...	...	...
Iron	129,550	32,949	3,399	165,898	13.00	...	1.00	...	...	...	...	...	...	...	...	...	...	...	...	...
Junction (Cincinnati and Indianapolis)	3,056,000	2,171,000	902,776	6,208,776	98.40	25.00	14.00	4,664,581	123.00	115,065	164,923	50,679	289,309	200,009	39,300	...	...	...	...	...
Lake Erie and Louisville	1,212,500	500,000	...	1,712,500	37.00	...	3.00	1,712,500	37.00	20,481	36,428	4,926	61,025	47,749	13,276	...	...	...	...	...
Lake Shore and Michigan Southern	34,404,500	24,524,000	208,764	58,137,264	540.00	422.00	256.00	54,808,621	962.00	3,977,846	9,392,903	776,739	14,147,488	9,429,878	4,717,611	2,821,169	18	...	...	...
Little Miami and Dayton and Xenia	5,891,950	2,561,000	8,452,950	119.50	76.50	40.22	21,900,663	...	...	...	...	...	...	...	...	...	...	...	...	...
Marietta and Cincinnati	13,980,086	8,304,447	1,681,773	23,966,306	190.80	86.00	43.00	6,710,312	276.80	438,640	1,050,767	69,067	1,558,474	1,652,002	906,383	...	...	...	...	...
Marietta and Pittsburgh	24,030,000	6,534,860	298,943	30,863,788	340.00	53.00	39.28	30,863,793	393.00	1,158,157	1,883,780	155,216	8,197,153	2,398,941	798,212	...	...	...	...	...
Newark, Somerset and Strasburg	192,255	132,287	...	324,692	12.50	...	4.00	324,692	...	(In process of construction. No report rendered.) (Leased to C. Mt. V. & D.)	9,000	...	...	...	...	...	...	...	...	...
Ohio and New Lisbon	305,000	800,000	127,420	1,127,420	36.30	...	2.60	1,086,500	35.20	(Not yet in full operation—Total length 44 miles.)	25,692	125,866	2,602	154,160	81,388	78,022	...	...	...	...
Pittsburg, Cincinnati and Indianapolis	3,662	109,525	5,53	...	0.26	117,817	5.53	...	...	...	...	...	...	...	...	...	...	...	...	...
Rocky River	76,863	30,000	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
Sandusky, Mansfield and Newark	1,000,000	2,807,742	1,100	3,808,842	116.25	10.75	3,308,842	116.25	163,280	320,861	26,763	510,124	440,728	69,896	...	...	...	...	...	...
(B. & O.)	16,000,000	17,700,000	...	38,700,000	476,80	154,20	109,72	38,700,000	631.00	1,286,385	849,843	382,702	5,118,385	3,545,026	1,570,868	...	...	...	...	...

* Stipulated interest on preferred stock paid regularly.

† Including 10 per cent. on M. So. and N. Ind. guaranteed stock.)

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Albany and Susq* --- 100	3,067,800	J. & J.	July '72 34	Little Miami* --- 50	5,871,450	J. A. J.O.	Apl. '72 2	Warren (N. J.) --- 100	\$1,800,000	J. & D.	Dec. '71 34
Allegheny Valley --- 50	2,246,850	--- & ---	July '72 34	Little Schuylkill* --- 50	2,848,100	J. & J.	Jan. '72 34	Warwick Valley --- 100	225,000	A. & O.	Apl. '72 24
Atlanta and West Point. 100	1,232,200	J. & J.	July '71 4	Long Island --- 50	3,000,000	M. & S.	Sept. '71 3	West Jersey --- 100	1,200,000	F. & A.	Feb. '72 4
Atlantic and Gulf --- 100	3,691,900	--- & ---	July '71 34	Louisv., Clin. and Lex* --- 50	1,623,480	J. & J.	July '72 3	Winchester & Potomac* 100	180,000	J. & J.	Jan. '72 3
" " pref. 100	821,664	J. & J.	July '71 34	" " pref. 100	848,700	J. & J.	Jan. '72 4	Winchester & Strasburg* 100	500,000	J. & J.	Jan. '72 34
Atlantic and St. Law* --- 100	2,494,900	M. & S.	Sept. '71 2	Louisville & Nashville* 100	8,860,912	F. & A.	Feb. '72 4	Worcester and Nashua. 75	1,400,555	J. & J.	Jan. '72 45
" " New 1870. 100	1,500,000	--- & ---	" " New 1870. 100	3,000,000	J. & D.	Dec. '70 3					
Avon, Genesee & Mt. M.* 100	194,250	A. & O.	Apl. '72 14	Lowell and Lawrence --- 100	200,000	A. & O.	Apl. '71 3				
Baltimore and Ohio. 100	13,151,962	M. & N.	May '72 5	Lykens Valley --- 20	600,000	F.M.A.N.	May '72 24				
" Washington Br. --- 100	1,650,000	A. & O.	Apl. '72 5	Macon and Western --- 100	2,500,000	J. & D.	Dec. '71 5				
Parkersburg Br. pref. 50	5,680,685	--- & ---	" " --- 100	3,400,500	M. & N.	May '72 5					
Berkshire* --- 100	600,000	J. A. J.O.	Apl. '72 14	Maine Central --- 100	1,000,000	J. & J.	May '72 5				
Blossburg & Corning* --- 20	260,000	J. D.	Dec. '71 24	Marietta & Cincinnati --- 50	1,372,891	J. & J.	May '72 5				
Boston and Albany --- 100	19,661,190	M. & N.	May '72 5	" 1st pref. 50	8,130,179	M. & S.	Sep. '66 3s				
Bos., Clin. & Fitchb. pref. 100	633,200	--- & ---	" 2d pref. 50	4,460,368	M. & S.	Sep. '66 2s					
Agricultural Br. guar. --- 100	600,000	J. & J.	July '71 3	Massissippi* --- 100	400,000	F. & A.	Feb. '72 3				
Bost., Conn. & Mont.* pref. 100	800,000	M. & N.	May '72 3	Memphis & Charleston* 25	5,812,725	J. & D.	Jan. '69 3				
Boston and Lowell --- 500	2,216,000	J. & J.	July '72 4	Michigan Central --- 100	14,685,368	J. & J.	Jan. '72 5				
Boston and Maine --- 100	5,000,000	M. & N.	May '72 5	Mill Creek & Minehi* 50	323,375	J. & J.	Dec. '71 5				
Boston and Providence --- 100	3,950,000	M. & N.	Dec. '72 34	Milwaukee and St. Paul. 100	11,822,878	J. & J.	January				
Buffalo, N. Y. and Erie* --- 100	960,000	J. & D.	Dec. '72 34	" " pref. 100	10,285,103	J. & J.	Feb. '72 7				
Burlington and Mo. Riv. 100	1,380,000	J. & J.	Jan. '72 4	M. Hill & Seney, Hav.* 50	3,856,450	J. & J.	Jan. '72 4				
" " pref. 100	1,043,800	J. & J.	Jan. '72 4	Morris and Essex* --- 50	11,900,950	J. & D.	Dec. '71 34	Citizens' (Phg.) --- 50	600,000	J. & J.	Oct. '67 24
Camden and Amboy* --- 100	5,847,800	J. A. J.O.	July '72 24	Nashua and Lowell --- 100	500,000	M. & N.	May '72 5	" 200,000	M. & N.	Nov. '71 7	
Camden and Atlantic --- 50	377,100	--- & ---	" " --- 100	1,844,400	F. & A.	Feb. '71 3					
" " pref. 60	752,700	--- & ---	Naugatuck --- 100	1,000,000	M. & S.	Mar. '72 5	D. Dock, E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	Nov. '71 2	
Cape Cod --- 60	915,577	J. & J.	Jan. '72 24	Nesquehoning Valley --- 50	977,400	J. & J.	Jan. '72 34	Elizabeth and Newark --- 100	200,000	J. A. J.O.	Oct. '71 3
Cape May and Millville* 50	447,000	J. & D.	Dec. '71 3	Newark and N. York* --- 100	500,000	M. & N.	May '72 4	42nd St. & G. St. Ferry --- 100	748,000	M. & N.	Nov. '71 5
Catasauqua & Fogelav. 50	426,900	J. & J.	Nov. '71 6	Bedford & Taunton --- 100	500,000	J. & J.	May '72 4	Frankf. & Southw. (Ph.) 50	491,750	J. & J.	Jan. '72 3
Catrawissa* --- 50	1,159,600	--- & ---	Castle & Beaver Val.* 50	1,800,000	J. & J.	Aug. '69 12	Germantown (Ph.) --- 50	1,000,000	J. & J.	Jan. '72 3	
" " pref. 50	2,200,000	M. & N.	May '72 34	N. Haven & Northamp. 100	605,000	J. A. J.O.	Apr. '72 24	Girard College (Ph.) --- 50	500,000	J. & J.	July '71 3
Cayuga and Susq.* --- 50	689,110	J. & J.	July '71 4	New Jersey* --- 100	7,265,200	J. A. J.O.	July '72 24	Grand St. and Newton --- 100	170,000	J. & J.	July '71 2
Cedar Rapids & Mo. R.* 100	6,860,400	M. & N.	May '72 1	New London Northern* 100	1,003,500	J. & J.	Jan. '72 4	Heston & Coates St. (Ph.) 50	500,000	J. & J.	Jan. '72 4
" " pref. 100	769,600	--- & ---	Newark and Hudson R. 100	45,000,000	A. & O.	Apr. '72 4	Lomb. & South Sta. (Ph.) 25	105,000	J. & J.	Jan. '72 14	
Central of Georgia --- 100	4,666,800	J. & D.	Dec. '71 5	New York and Harlem. 100	8,500,000	J. & J.	July '72 4	Linden and Southw. 100	200,000	A. & O.	Oct. '71 6
Central of New Jersey. 100	15,000,000	J. A. J.O.	Apl. '72 1	New York & New Haven. 100	9,000,000	J. & J.	July '72 4	Lynd and Boston --- 100	200,000	---	-----
Central Ohio* --- 50	2,425,000	J. & D.	June '72 23	" " pref. 100	2,000,000	J. A. O. J.	Apr. '72 24	Malden and Melrose --- 100	200,000	---	-----
" " prof. 50	400,000	J. & D.	June '72 23	N. York & New Haven. 100	1,000,000	J. & J.	July '72 5	Metropolitan (Boston) --- 100	1,250,000	J. & J.	Jan. '72 5
Chemung* --- 100	280,000	J. A. J.O.	Apr. '72 14	N. York & New Haven. 100	4,000,000	J. & J.	July '72 5	Middlesex (Boston) --- 100	400,000	A. & O.	Apr. '72 3
Cheasure, preferred --- 100	2,100,000	J. & J.	Jan. '72 2	" " --- 100	1,424,238	A. & O.	Apr. '72 4	Ninth Avenue (N. Y.) --- 100	797,320	---	-----
Chicago and Alton --- 100	8,925,500	M. & S.	May '72 1	" " pref. 100	4,228,330	J. & J.	July '72 4	Orange and Newark --- 100	282,555	---	-----
" " pref. 100	2,425,400	--- & ---	" " --- 100	1,500,000	J. & J.	July '72 4	Philadelphia City --- 50	750,000	J. & J.	July '71 3	
Chicago, Bur. & Quincy. 100	20,000,000	M. & S.	May '72 1	" " pref. 100	1,500,000	J. & J.	July '72 4	" " --- 100	200,000	J. & J.	July '72 4
Chicago, Iowa & Nebras* 100	3,916,300	J. & J.	May '72 1	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '71 5
Chicago & N. Western. 100	14,720,959	J. & D.	June '71 5	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 100	20,415,013	J. & D.	June '72 34	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
Chicago, R. I. & Pacific. 100	19,000,000	A. & O.	Apr. '72 4	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
Cheung* --- 100	280,000	J. A. J.O.	Apr. '72 4	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 50	428,646	--- & ---	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3	
Clev., Col., Cin. & Ind. 100	13,944,000	M. & N.	May '72 3	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
Cleveland & Mahoning* 50	2,057,589	M. & N.	May '72 3	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
Cleveland & Pittsburgh* 50	7,484,588	F. M. A.N.	May '72 24	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
Col. Chic. & Ind. Cen.* 100	13,000,000	J. A. J.O.	Jan. '72 24	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
Columbus and Xenia* --- 5	1,286,800	M. J. S.D.	Mar. '72 2	" " --- 100	1,500,000	J. & J.	July '72 4	" " --- 100	50,000	M. & N.	May '72 3
Colum. & Hocking Val. 100	848,964	--- & ---	Panama --- 100	7,000,000	J. A. J.O.	July '72 24	" " --- 100	50,000	M. & N.	May '72 3	
Concord and Ports. --- 100	1,600,000	M. & N.	May '72 5	Paterson and Hudson* 100	630,000	J. & J.	Jan. '72 5	" " --- 100	50,000	M. & N.	May '72 3
Conn. & Passau P. Riv. 100	2,084,200	F. & A.	Feb. '72 3	Paterson and Newark* 100	500,000	J. & J.	Jan. '72 5	" " --- 100	50,000	M. & N.	May '72 3
Connecticut River --- 100	1,706,000	J. & J.	July '72 5	Paterson and Ramapo* 100	243,000	J. & J.	Jan. '72 5	" " --- 100	50,000	M. & N.	May '72 3
Cooperstown and Susq. 100	307,383	F. & A.	Feb. '72 3	Pemb. & Hightown* 50	324,150	J. & J.	Jan. '71 3	" " --- 100	50,000	M. & N.	May '72 3
Cumberland and Vale. 100	1,326,000	A. & O.	Oct. '71 4	Pennsylvania --- 50	39,500,000	M. & N.	May '72 5	" " --- 100	50,000	M. & N.	May '72 3
Danbury and New Haven. 50	400,000	M. J. S.D.	Dec. '71 4	Pitcairn and Syracuse* 100	482,400	F. & A.	Feb. '72 24	" " --- 100	50,000	M. & N.	May '72 3
Danbury and New Haven. 50	1,230,941	J. & J.	Jan. '72 3	Pacific & Missouri --- 100	3,635,750	---	---	" " --- 100	50,000	M. & N.	May '72 3
Delaware* --- 100	1,230,941	J. & J.	June '72 34	Panama --- 100	7,000,000	J. A. J.O.	July '72 24	" " --- 100	50,000	M. & N.	May '72 3
Delaware, Lackaw. & West. 50	18,508,850	J. A. O. J.	Apr. '72 24	Paterson and Hudson* 100	19,995,847	F. & A.	July '72 24	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 50	452,360	--- & ---	Pawt. W. & Bait. --- 60	19,714,285	J. A. O. J.	Apr. '72 12	" " --- 100	50,000	M. & N.	May '72 3	
Detroit & Milwaukee* --- 5	2,066,900	J. & J.	Jan. '72 2	Pittsfield & N. Adams. 100	2,000,000	J. A. O. J.	Apr. '72 12	" " --- 100	50,000	M. & N.	May '72 3
Dubuque & Sioux City* 100	5,000,000	F. & A.	Feb. '72 4	" " --- 100	4,000,000	J. & J.	Jan. '72 3	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 100	3,536,910	J. & J.	July '72 24	Portland and Komebec. 100	616,700	J. & J.	Jan. '72 3	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 100	4,156,000	M. J. S.D.	Dec. '71 11	Yarmouth certificates. 100	2,024,000	A. & O. J.	Apr. '72 24	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 100	4,151,700	F. & A.	July '72 4	Portl. Saco & Portland. 100	1,500,000	J. & J.	July '72 5	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 100	5,078,224	M. & N.	May '72 24	Providence & Worcester. 100	6,000,000	J. & J.	Jan. '72 5	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 100	11,350	M. & N.	May '72 24	Rensselaer & Saratoga* 100	6,000,000	J. & J.	July '72 34	" " --- 100	50,000	M. & N.	May '72 3
" " pref. 100	4,000,000	J. & J.	Jan.								

NATIONAL AND STATE SECURITIES.

AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due				When.	Where.	Due
Adirondack:						Buffalo, Corry and Pittsburg:					
1st Mortgage.....	\$930,000	7	Jan. & July.	New York.	1886	1st Mortgage (B, C. & P. of Pa.)	\$100,000	7	Jan. & July.	New York.	1886
Alabama and Chattanooga:						1st Mort. (Buff. & O.C. Cross-cut)	600,000	7	"	"	1886
1st Mortgage, guar. by Ala. gold	16,000pm	8*	Jan. & July.	New York.	1889						
2d Mortgage.....	9,000pm	8	"	"	1889						
Alabama and Georgia:						Buffalo, New York and Erie:					
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877
Albany and Susq. (D. & H. Canal):						2d Mortgage.....	380,000	7	May & Nov.	"	1872
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	Burlington, Cedar Rapids & Minn.					
2d Mortgage, 1863.....	2,000,000	7	April & Oct.	"	1885	1st Mortgage conv. & skg f'd. gold	20,000pm	7*	May & Nov.	New York.	1919
3d Mortgage, 1869.....	175,000	7	May & Nov.	"	1881	Burlington and Missouri River:					
Albany City Loan, 1865.....	1,000,000	8	"	"	1896	Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July.	Bost. & N. Y.	1875
Allegany Valley:						Stock Bonds	1,999,380	8	"	"	1878
1st General Mortgage, 1866.....	4,000,000	7.5	Jan. & July.	New York.	1896	Stock Bonds conv. into com. st'k	1,250,000	8	April & Oct.	"	1879
1st Mortgage, Eastern Extension	48,000	7	.....	.....		Stock Bonds	1,246,800	8	Jan. & July.	"	1889
Special Bonds to State of Penn.	3,500,000	5	.....	.....		1st Mort. (Branch) bonds.....	900,000	8	"	"	1894
American Central (C. B. & Q.):						1st Mortgage land grant incov.	5,060,020	7	April & Oct.	New York.	1893
1st Mortgage, traffic guar. 1868..	800,000	8	Jan. & July.	New York.	1878	Burlington & Mo. Riv. in Neb.:					
Androscoggin:						1st Mort. for \$6,000,000, conv.	3,360,000	8	Jan. & July.	Boston.	1894
1st Mortgage (Bath Loan).....	425,000	6*	April & Oct.	Portland.	1890	California Pacific:					
Andros & Kennebec (Maine C.):						1st Mortgage, sinking fund.....	2,250,000	7*	Jan. & July.	New York.	1889
1st Mortgage 1860 and 1861.....	1,100,000	6*	Feb. & Aug.	Boston.	190-91	Camden and Amboy:					
Athens, Topeka and Santa Fe:						Sterling Bonds, £288,600 @ 4.84.	1,396,824	6*	April & Oct.	London.	1880
1st Mortgage tax free.....gold	15,000pm	7*	Jan. & July.	New York.	1900	Dollar Loan of 1875.....	675,000	6	"	New York.	1875
Atlanta and Richmond Air Line:						Dollar Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883
1st Mortgage tax free, 1870..gold	16,000pm	8*	Jan. & July.	New York.	1900	Dollar Loan of 1889.....	866,200	6	March & Sept.	"	1889
Atlanta and Great Western:						Consolidated Loan.....	4,929,200	6	June & Dec.	"	1899
1st Mortgage (N. Y. Penn. & O.)	5,512,400	7*	Various.	Lond. & N. Y.	'76-'84	Sterling (United Co's) Loan.....	1,846,000	6	March & Sept.	London.	1894
2d Mortgage (N. Y. Penn. & Ohio)	3,908,000	7*	"	"	"	Dollar (United Co's) Loan.....	154,000	6	"	New York.	1894
Consolidated Mortgage.....	17,579,600	7*	April & Oct.	London.	1895	Camden and Atlantic:					
Atlanta and Gulf:						1st Mortgage of 1853.....	490,000	7	Jan. & July.	Philadelphia.	1873
1st Mortgage (consol.) tax free..	2,000,000	7	Jan. & July.	New York.	1887	2d Mortgage of 1854.....	7	April & Oct.	"	1879	
Atlanta, Mississippi and Ohio:						Camden and Burlington County:					
1st Mortgage on whole line.....	15,000pm	7	.....	New York.	1901	1st Mortgage.....	308,000	6	Feb. & Aug.	Philadelphia.	1897
Atlanta and North Carolina:						Carthage & Burlington (C.B & Q.):					
1st Mortgage.....	200,000	8	Jan. & July.	New York.	1873	1st Mortgage guar. and free tax..	600,000	8	May & Nov.	New York.	1879
Atlanta and Pacific:						Catawissa:					
Land Mort. (500,000 acres)..gold	3,000,000	6*	Jan. & July.	New York.	1888	1st Mortgage.....	232,000	7	Feb. & Aug.	Philadelphia.	1882
1st Mortgage (So. Pacific)..gold	7,250,000	6*	"	"		Cedar Fall and Minnesota (Ili. C.):					
Atlanta and St. Lawrence:						1st Mort. (C. F. to Waver. 14 m.)	294,000	7	April & Oct.	New York.	1884
Portland City Loan (skg fund) ..	825,000	6	Various.	B. & N. Y.	1871	1st Mort. (W. to Minn. L. 62 m.)	1,377,000	7	Jan. & July.	"	1907
2d Mortgage.....	404,200	6	April & Oct.	Port. & Bost.	1871	Cedar Rapids & Mo. Riv. (C & N.W.):					
2d Mortgage, sterling.....	885,500	6*	"	London.	1894	1st Mortgage Land Grant.....	3,617,000	7	April & Oct.	New York.	'01-'16
Sterling Loan of 1864 (5-20s):	484,000	6*	May & Nov.	"	Central Branch Union Pacific:						
Bald Eagle Valley (Penn. R. R.):					1st Mort. (A. & P. & P. F.) gold	1,600,000	6*	May & Nov.	New York.	1895	
1st Mortgage.....	371,200	6	Jan. & July.	Philadelphia.	1881	2d Mortgage Governm't subsidy.....	1,600,000	6	Jan. & July.	"	1896
2d Mortgage.....	100,000	7	"	"	Central of Georgia:						
Baltimore and Ohio:						1st Mortgage.....	780,000	7	March & Sept.	Savannah.	1875
Loan of 1856, sinking fund.....	863,250	6	Jan. & July.	Baltimore.	1875	Central of Iowa:					
Loan of 1860.....	579,500	6	"	"	1st Mort. conv. & tax free..gold	16,000pm	7*	Jan. & July.	New York.	1899	
Loan of 1865.....	1,710,500	6	April & Oct.	"	Central of New Jersey:						
Loan of 1870.....	3,872,000	6*	March & Sept.	London.	1885	2d Mortgage.....	176,000	7	May & Nov.	New York.	'70-'75
Loan of 1883 (Baltimore) skg fd.	5,000,000	6*	Jan. & July.	Baltimore.	1890	New Loan for \$5,000,000.....	4,824,000	7	Feb. & Aug.	"	1890
Baltimore and Potomac:						Central Ohio (B. & O.):					
1st Mort. of '66 for \$3,000,000 g'd.	6*	Jan. & July.	New York.	1899	1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	
Bangor and Piscataquis:						Central Pacific of California:					
1st Mortgage (Bangor) loan	580,000	6	April & Oct.	Bangor.	1890	1st Mortgage.....	26,010,000	6*	Jan. & July.	New York.	'95-'99
Barclay Coal:						Subordinate Loan (Int. by State)	1,500,000	7*	"	"	105
1st Mortgage.....	107,000	7	March & Sept.	Philadelphia.	1882	Convertible bonds.....	1,500,000	7*	"	"	105
Bay City and East Saginaw:						Income bonds.....	10,000,000	6	"	"	105
1st Mort. guar. by F. & P. Mrg. Co.	100,000	10	Jan. & July.	Detroit.	1886	Charleston and Savannah:					
Bay de Noquet and Marquette:						1st Mortgage guar. by S. Car.	505,000	6	May & Nov.	Charleston.	1870
1st Mortgage Income.....	250,000	8	April & Oct.	Boston.	1875	Charlotte, Columbia & Augusta:					
Belfast and Moosehead Lake:						1st Mort. (Char. & S. Car. 110 m.)	71,000	7	Jan. & July.	New York.	1880
1st Mort. guar. by M. C. Co. gold.	150,000	6*	May & Nov.	Portland.	1800	1st Mort. (Col. & Aug. 85 m.) ..	371,500	7	"	"	1890
Bellefontaine & Ind. (C.C.C. & Ind.):						1st Mortgage (consol. 195 m.)...	786,000	7	"	"	1895
1st Mortgage.....	618,000	7	Jan. & July.	New York.	'70-'95	Cheraw and Darlington:					
Bellefonte and Snow Shoe:						1st Mortgage.....	150,000	7	April & Oct.	Charleston.	1870
1st Mortgage.....	99,000	6	Jan. & July.	Philadelphia.	1883	2d Mortgage.....	75,000	7	Jan. & July.	"	1879
Beloit and Madison (C. & N.W.):						Cherry Valley, Sharon & Albany:					
1st Mortgage guaranteed.....	254,000	7	Jan. & July.	New York.	1888	1st Mortgage convertible.....	300,000	7	June & Dec.	New York.	1890
Belvidere, Delaware:						Chesapeake and Ohio:					
1st Mortgage (guaranteed by }	1,000,000	6	June & Dec.	New York.	1877	Consol. sinkg fund, gold (428 m.)	15,000,000	6*	May & Nov.	New York.	1900
2d Mortgage (Camden and }	495,500	6	March & Sept.	Princeton.	1885	1st Mort. (V. A. Cen. R. 205 m.) gr.	100,000	6	Jan. & July.	"	1880
3d Mortgage (Amboy)	745,000	6	Feb. & Aug.	"	3d Mort. (" ") ..	186,500	6	"	"	"	1872
Blue Ridge, (S. Car.):						Income.....	901,000	6	"	"	1884
1st Mortgage guar. by State gold	4,000,000	7*	Jan. & July.	Charleston.	1898	Cheshire:					
Boston, Clinton and Fitchburg:						Plain bonds.....	771,000	6	Jan. & July.	Boston.	'75-'80
1st Mortgage (Agricultural Bt.)	400,000	6	Jan. & July.	Boston.	1884	Chester Creek:					
Kualification or consol. bonds..	248,000	6	"	"		1st Mortgage.....	185,000	6	Jan. & July.	Philadelphia.	1903
2d Mortgage of 1869-'70.....	152,500	7	"	"		Chester & Chicago Br. Junction:					
Boston, Concord and Montreal:						1st Mortgage sinking fund.....	1,000,000	10	May & Nov.	St. Louis.	1877
1st Mort. (Come to War. 71 m.)	18,000	7	Feb. & Aug.	New York.	1865	Chester and Tamaroa:					
2d Mort. conv. (1st M. on 224 m.)	150,000	6	Jan. & July.	Boston.	1870	1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901
2d Mort. conv. (1st M. on 224 m.)	200,000	7	"	New York.	1870	Chester Valley:					
Binking Fund Mortgage.....	507,000	6	"	"		1st Mortgage.....	500,000	7	May & Nov.	Philadelphia.	1877
Boston, Hartford and Erie:						Chicago and Alton:					
1st Mortgage (old).....	280,000	7	March & Sept.	Boston.	1864	1st Mortgage, pref. sinking fund.					
1st Mortgage (new) for \$20,000,000	17,000,000	7	Jan. & July.	"		2,825,000	8	Jan. & July.	New York.	1883	
1st Mortgage (new) guar. by Erie	3,000,000	7	"	New York.	1899	Trust Mortgage, skg fund conv.	150,000	8	"	"	1883
Mass. Loan (secured by 1st m.b.)	3,000,000	7	"	"		Trust Mortgage.....	400,000	7	April & Oct.	"	100
Boston and Lowell:						2d Mort. (4 p.c. after Jul. '75) gold	941,000	4	July.	Frankfort.	1890
Convertible bonds.....	55,000	6	Jan. & July.	Boston.	1873	American Cen. R.R. (67 m.) guar.	738,002	8	Jan. & July.	New York.	1878
Scrip certificates.....	336,000	3	January.	"	Dix. Peo. & Han. R.R. (45 1/2 m.) guar.	600,000	8	May & Nov.	"	1879	
Wharf purchase bonds.....	200,000	6	April & Oct.	"	Illinoia Gr. Trunk R.R. (44 m.) guar.	800,000	8	Jan. & July.	"	1880	
Brunswick and Albany:						Keokuk & St. Paul (42 m.) guar.	900,000	8	April & Oct.	"	97
1st Mort. endorsed by Ga..gold	3,630,000	6*	April & Oct.	New York.	1893	Ott., Osw. & Fox R.R. (70 m.) guar.	1,006,000	8	"	Boston.	1879
2d Mort. sinking fund.....gold	2,350,000	7*	"	"	Pearl & Hannib. R.R. (31 1/2 m.) guar.	1,260,000	8	Jan. & July.	New York.	1900	
Buffalo, Bradford and Pittsburg:						Trust Mortgage skg fund.....	2,825,000	8	"	"	98
1st Mortgage guar. by Erie.....	580,000	7	Jan. & July.	New York.	1896	Trust Mortgage, skg fund conv.	150,000	8	"	"	101
Buffalo and Erie (L. Sh. & M. So):						Trust Mortgage.....	400,000	7	April & Oct.	"	100
Bonds of Buff. and State Line..	100,000	7	May & Nov.	New York.	1873	2d Mort. (4 p.c. after Jul. '75) gold	941,000	4	July.	Frankfort.	1890
Bonds of Erie and Northeast...	200,000	7	Jan. & July.	"</							

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			Dues.	Price.
			When.	Where.	Due.				When.	Where.	Due.		
Chicago, Cincinnati and Louisv.:						Columbus and Hocking Valley:							
1st Mortgage.....	\$1,000,000	7	Jan. & July.	New York.	1887	1st Mortgage skg fund.....	\$1,498,000	7	April & Oct.	New York.	1897		
Chicago, Danville and Vincennes:						2d Mortgage.....	118,000	7	Jan. & July.	"	1880		
1st Mortgage S. F. ....gold	2,500,000	7*	April & Oct.	New York.	1909	Columbus, Springfield and Cin.:							
Chicago, Dubuque & Minnesota:						1st Mortgage for \$1,000,000.....		7		New York.	18-		
1st Mortgage guaranteed.....	25,000pm	7	April & Oct.	New York.	1901	Columbus and Xenia:							
Chicago and Illinois Southern:						1st Mortgage.....	302,000	6	March & Sept.	New York.	1890		
1st Mortgage, 162 miles.....	3,078,000	8	March & Sept.	New York.	1900	Concord and Claremont:							
Chicago, Iowa and Nebraska:						1st and 2d Mortgage.....	374,000	6		Boston.	Due.		
2d (now 1st) Mortgage guar.....	591,700	7	Jan. & July.	New York.	1880	Connecticut and Passumpsic Riv.:							
3d (now 2d) mortgage.....	218,000	7	Feb. & Aug.	"	1892	1st Mortgage skg fund, 1856.....	455,800	6	June & Dec.	Boston.	1876	92	
Chicago & Milwaukee(C. & N.W.):						Notes payable, coupon tax free.....	559,429	7	"	"	1876	99	
1st Mortgage on 45 miles guar.....	397,000	7	May & Nov.	New York.	1874	Connecticut River:							
1st Mortgage (consol.) 55 m. guar.	1,135,000	7	Jan. & July.	"	1898	1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878		
Chicago and Northwestern:						1st Mortgage.....	81,500	7		Hartford.	1900	87	
Prep. sinking fund b'ds (198 m.):	1,245,500	7	Feb. & Aug.	New York.	1885	Connecticut Western:							
Interest (f'ded coup.) b'ds(198m.):	755,000	7	May & Nov.	"	1883	1st Mortgage.....	1,000,000	6	March & Sept.	Philadelphia.	1890	88	
1st Mortgage General (103 m.):	3,588,000	7	Feb. & Aug.	"	1885	Connecting (Philadelphia):							
1st Mortgage, Appleton Ext.	184,000	7	"	"	1885	1st Mortgage.....							
Equipment Mortgage.....	300,000	7	"	"		Contocook River:							
1st Mort. (Gal. & Chic. U. R. R.)	101,000	7	April & Oct.	"	1874	1st Mortgage.....	30,000	6		Boston.	18-		
2d Mort. (Gal. & Chic. U. R. R.)	1,785,000	7	Feb. & Aug.	"	1892	Cooperstown and Susq. Valley:							
Miss. Riv. Bridge ("")	943,000	7	May & Nov.	"	104	1st Mortgage.....	100,000	7	Jan. & July.	New York.	1889		
2d Mort. (Elgin and State Line):	200,000	7	Jan. & July.	"	1875	Conn Bluffs & St.J.(K.St.J. & C.B.):							
1st Mort. (Elgin and State Line):	135,000	7	"	"	1884	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1880		
1st Mort. (Peninsula).....	767,000	7	March & Sept.	"	1878	2d Mortgage.....	150,000	10	"	"	1872		
Consol. skg fund Mort. (800 m.):	2,500,000	7	May & Nov.	"	1898	Covington and Lex. (Ky. Cen.):							
Equipment Mortgage.....	275,000	10	"	"	1916	1st Mortgage March 1862.....	120,000	7	March & Sept.	New York.	1872		
1st Mort. (Chic. & Mil. R. R.) 45m.	397,000	7	May & Nov.	"	1871	2d Mortgage March 1862.....	844,000	7	"	"	1883		
2d Mort. (Mil. & Chi. R. R.) 49m.	182,000	7	March & Sept.	"	1874	3d Mortgage June 1865.....	237,000	7	June & Dec.	"	1886		
3d Mort. ("") 40m.	10,500	7	June & Dec.	"	1898	Cumberland Coal and Iron:							
1st Mort. (Chi. & Mil. R. W.) 85m.	1,138,000	7	Jan. & July.	"	1898	1st Mortgage of March 1866.....	803,500	6	March & Sept.	New York.	1891		
1st Mort. (Bel. & Mad. R. R.) 46m.	333,000	7	"	"	2d Mortgage of May 1, 1868.....	770,600	6	May & Nov.	"	1888			
1st Mort. (Mad. Exten.) 120 m. g'd	3,150,000	7	April & Oct.	"	1911	1st Mort. (George's Cr.) assumed.....	98,000	8	June & Dec.	"	1881		
1st Mort. (Men. Exten.) 120 m. g'd	2,700,000	7	Jan. & July.	"		Cumberland Valley:							
Chicago & Mich. Lake Shore:	4,000,000	8	March & Sept.	New York.	1889	1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904		
Chicago, Pekin & Southwestern:						2d Mortgage.....	109,500	8	"	"	1908		
1st Mortgage.....gold	15,000pm	7*	Jan. & July.	New York.	1891	Plain bonds.....	81,800	8	Jan. & July.	"	1884		
Chicago, Rock Island and Pacific:						Danbury and Norwalk:							
1st Mortgage (consol.).....	9,000,000	7	Jan. & July.	New York.	1896	1st Mortgage of 1869.....	100,000	7	Jan. & July.	New York.	1880		
Chi. & Southwes'n(C. R. I. & P.):						1st Mortgage of 1869.....	200,000	7	"	"	1890		
1st Mort. guar. and tax free, gold	5,000,000	7*	May & Nov.	New York.	1889	Danv., Hazleton & Wilkesbarre:							
Chillicothe & Brunswick (N.Mo.):						1st Mortgage tax free 1868.....	1,400,000	7	April & Oct.	Philadelphia.	1888	85	
1st Mortgage guaranteed.....	500,000	8	Jan. & July.	New York.	1894	Davenport and St. Paul:							
Cincinnati, Balt. (Mar. & Cin.):						1st Mortgage of June 1, 1870.....	20,000pm	7	June & Dec.	New York.	1890		
1st Mortgage guaranteed.....	500,000	7	April & Oct.	Baltimore.	18-	Dayton and Michigan:							
Cincinnati, Hamilton and Dayton:						1st Mortgage sinking fund.....	2,776,000	7	Jan. & July.	New York.	1884		
1st Mort. of 1855 extended.....	1,250,000	7	May & Nov.	New York.	1880	2d Mortgage.....	642,000	7	March & Sept.	"	1879		
2d Mortgage of 1855.....	500,000	7	Jan. & July.	"	1885	3d Mortgage.....	700,000	7	April & Oct.	"	1888		
3d Mortgage of 1857, skg fund.....	282,000	8	June & Dec.	"	1877	Toledo Depot bonds.....	169,500	7	March & Sept.	"	1871		
2d Mortgage guaranteed.....	500,000	7	June & Dec.	New York.	1892	Dayton and Union:							
2d Mortgage guaranteed.....	1,500,000	7	Jan. & July.	"	1877	1st Mortgage, registered.....	149,000	7	March & Sept.	New York.	1879		
Cincinnati and Indianapolis Junc.:						2d Mortgage.....	135,000	7	June & Dec.	"	1879		
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	Income Bonds.....	252,445	6	"	"	1879		
2d Mortgage.....	800,000	7	March & Sept.	"		Dayton and Western:							
1st Mortgage (Newcastle Br.):	250,000	7	June & Dec.	"	1884	1st Mortgage.....	275,000	7	Jan. & July.	New York.	1905		
Cincinnati, Lafayette and Chi.:						1st Mortgage.....	433,000	6	"	"	1905		
1st Mortgage.....gold	20,000pm	7*	March & Sept.	New York.	1901	Decat'v & E. St. Louis(T. W. & W.):							
Cin. and Martinsville (C. & Laf.):	400,000	7	Jan. & July.	New York.	1895	1st Mortgage.....	2,700,000	7	Jan. & July.	New York.	1890		
1st Mortgage guaranteed.....	560,000	7	Jan. & July.	New York.	1896	Decatur, Sullivan and Mattoon:							
Cincinnati, Sandusky and Clev.:						1st Mortgage.....	500,000	8	March & Sept.	New York.	1901		
1st Mortgage of 1867.....	1,051,861	7	June & Dec.	New York.	1890	Delaware:							
1st Mort. (San. Day. and Cin.):	988,000	6	Feb. & Aug.	Boston.	1900	1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875		
1st Mort. (San. City and Ind.):	350,000	7	March & Sept.	"	1877	Delaware State Loan.....	170,000	6	"	"	1876		
Cincinnati and Zanesville:						Guaranteed Bonds.....	100,000	6	"	"	1875		
1st Mortgage.....	1,300,000	7	May & Nov.	New York.	1898	Exten. (Seaf. to Delmar) bonds.....	100,000	6	"	"	1880		
Clev., Col. and Cinc. (C. C. & I.):						Delaware, Lackawann. & Western:							
1st Mortg. \$25,000 a year.....	323,000	7	June & Dec.	New York.	71-84	1st Mort. (Lack. & Western):							
Clev., Col., Cin. & Indianapolis:						1st Mort. (Easter Ext.):							
1st Mortg. sinking fund.....	2,064,000	7	May & Nov.	New York.	1899	1st Mort. (Easter Ext.):							
1st Mort. (C. & C. R. R.):	323,000	7	June & Dec.	"	101	1st Mort. (General):							
1st Mort. (Bell. and Ind. R. R.):	616,000	7	Jan. & July.	"	70-96	Denver Pacific:							
Cleveland and Mahoning:						1st Mortgage (Land grant)....gold							
1st Mortgage.....	810,500	7	Feb. & Aug.	New York.	1873	Des Moines Valley:							
3d Mortgage sinking fund.....	654,500	8	March & Sept.	"	1876	1st Mortgage (on 154 miles).....							
1st Mort. (Hubbard Br.) skg f'd.	117,500	7	Jan. & July.	"	1881	1st Mortgage Land grant.....							
Clev., Mt. Vernon and Delaware:						Income Bonds.....							
1st Mort. for \$1,500,000....gold	143,000	7*	Jan. & July.	New York.	1900	Detroit, Hillsdale and Indiana:							
Clev., Painesv. & Ash. (L. Shore):						1st Mort. (16,000 p. m.)....guar.							
1st Mortgage Sunbury and Erie.	500,000	7	Jan. & July.	New York.	1874	1st Mortgage.....							
2d Mortgage (registered).....	1,000,000	7	"	"	1880	2d Mortgage.....							
3d Mortgage.....	1,000,000	7	April & Oct.	"	1880	1st Mortgage Ionia and Lansing:							
Cleveland and Toledo (L.S. & M. S.):						2d Mortgage Ionia and Lansing:							
1st Mortgage Sinking Fund.....	2,104,000	7	Jan. & July.	New York.	1885	Bonds of June 30, 1868, (contd.).							
2d Mortgage of 1868.....	884,000	7	April & Oct.	"	1886	Bonds of June 30, 1868.....							
1st Mort. (June. R. R.):	116,000	7	June & Dec.	"	1872	Sterling (Onci. & Ottawa R. R.):							
Colebrookdale:						Dollar ("")							
1st Mort. guar. by Ph. and Rdg.	584,700	6	June & Dec.	Philadelphia.	1898	Detroit, Mon. & Tol. (M.S. & N.L.):							
Columbia and Augusta (C. C. & A.):						1st Mortgage Aug. 1, 1868.....							
1st Mortgage on 85 miles.....	371,500	7	Jan. & July.	New York.	1890	924,000	7	Feb. & Aug.	New York.	1876	98		
Columbus, Chicago & Ind. Cent.:						1st Mortgage.....							
1st Mortgage Consol. skg fund.....	15,000,000	7	April & Oct.	New York.	1908	150,000	7	April & Oct.	New York.	1878			
2d Mortgage Consol. skg fund.....	5,000,000	7	Jan. & July.	"	1899	100,000	7	Jan. & July.	"	1878			
Columbus & Ind. Uen. (C.C. & I.C.):						100,000	8	Feb. & Aug.	"	1876			
2d Mortgage.....	821,000	7	Jan. & July.	New York.	1886	250,000	8	Feb. & Aug.	"	1876			
Income Bonds.....	1,345,000	7	May & Nov.	"	1891	Dixon, Peoria & Iaun. (C.B. & Q.):							
						1st Mortgage, traffic guarantee.....							
						1st Mortgage.....							
						1st Mortgage, Bellevue and Miss.:							
						1st Mortgage.....							
						1st Mortgage.....							
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AMERICAN RAILROAD BOND LIST.

Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.				Description of Bonds.	Amount.	Rate.	Interest Payable.						
			When.	Where.	Due.	Price.				When.	Where.	Due.	Price.			
Dubuque and Sioux City:																
1st Mortgage (1st Division).....	\$300,000	7	Jan. & July.	New York.	1883	93		Grand River Valley (Mich. C.)								
1st Mortgage (construction).....	600,000	7	" " "	"	1894	...	1st Mortgage, guaranteed.....	\$1,000,000	8	Jan. & July.	New York.	1886				
Sinking Fund (convertible).....	1,000,000	7	May & Nov.	" "	1888	...	2d Mortgage, guaranteed.....	500,000	8	April & Oct.	" "	1888	103			
Dutchess and Columbia:								Greenville and Columbia:								
1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1908	...	1st Mortgage guar. by S. Car.	1,426,546	7	Jan. & July.	New York.	'81-'86				
East Brandywine & Waynesburg:							1st Mortgage not guaranteed.....	376,766	7	" "	" "	'81-'86				
1st Mortgage.....	140,000	7	Jan. & July.	Philadelphia.	1885	...	Greenwich and Johnsonville:									
2d Mortgage.....	35,000	8	" " "	"	1873	...	1st Mortgage.....	130,000	7	Jan. & July.	New York.	1889				
East Pennsylvania (Ph. & Rdg.):							1st Mortgage.....	62,000	7	Jan. & July.	New York.	1872				
1st Mortgage, guar. Skg Fund.....	495,000	7	March & Sept.	Philadelphia.	1888	95	Hackensack & New York (Erie):									
East Tenn. & Georgia (E.T.V. & G.):							1st Mortgage.....	129,100	7	May & Nov.	New York.	1889				
1st Mortgage.....	640,000	6	Jan. & July.	New York.	1880	94	Hannibal and Naples:									
Interest bonds (funded coupons).....	136,400	7	" " "	"	1876	...	1st Mortgage of Nov. 1, 1868.....	675,000	7	May & Nov.	New York.	1898	91			
East Tennessee, Virginia & Ga.:							Hannibal and Cen. Mo. (C. & Alton):									
1st Mortgage, conceal. skg fund.....	3,500,000	7	Jan. & July.	New York.	1900	95	1st Mortgage guaranteed.....	15,000pm	7	Jan. & July.	New York.	1890	88			
Eastern Mass:							Hannibal and St. Joseph:									
State Loan (1st Lien) \$60,000 a yr.	250,000	5	J. A. J. & O.	Boston.	1874	...	Mo. State Loan, 1861.....	1,500,000	6	Jan. & July.	New York.	1871	91			
Loan of 1862, sterling.....	383,000	6*	Jan. & July.	London.	1872	...	Mo. State Loan, 1858.....	1,500,000	6	" "	" "	1885				
Loan 1854, convertible.....	750,000	6	Feb. & Aug.	Boston.	1874	98	Six years Mortgage bonds.....	69,000	10	" "	" "	1872				
Loan of 1865.....	160,000	6	April & Oct.	"	1885	98	Three years' notes.....	810,000	8	" "	" "	1873				
Loan of 1868.....	1,000,000	6	March & Sept.	"	1888	98	Five years' notes.....	1,024,300	8	" "	" "	1875				
Loan of 1869.....	500,000	6	May & Nov.	"	1889	94	Fifteen years' bonds.....	1,309,500	8	March & Sept.	" "	1885	92			
Essex Railroad 1st Mortgage.....	194,400	6	Jan. & July.	"	1876	90	1st Mort. (Q. and Palmyra R.R.)	400,000	8	Feb. & Aug.	" "	1892	82			
1st Mortgage.....	400,000	6	Jan. & July.	Baltimore.	1880	55	1st Mort. (Kan. City & Cam.R.R.)	1,200,000	10	Jan. & July.	" "	1892	104			
2d Mortgage.....	180,000	6	April & Oct.	"	1886	...	Land Mortgage.....	1,503,700	7	April & Oct.	" "	1888	100			
Elizabethtown and Paducah:							Convertible Mortgage.....	5,600	7	Jan. & July.	" "	1888				
1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	...	Hanover Branch (Mass.):									
Elmira and Williamsport (N. Cen.):							1st Mortgage.....	60,000	7	Jan. & July.	Boston.	1889				
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	95	Harlem Extension:									
Income Mortgage.....	570,000	5	May & Nov.	"	1872	59	1st Mortgage of Jan. 1, 1850.....	4,000,000	7	Jan. & July.	New York.	1890				
Real Estate (Elmira) bond.....	50,000	7	"	"	1870	...	Harrisburg & Lancaster (Pa.R.R.):									
Erie Railway:							1st Mortgage, guaranteed.....	700,000	6	Jan. & July.	Philadelphia.	1883	92			
1st Mortg.	3,000,000	7	May & Nov.	New York.	1877	100	Hartford and New Haven:									
2d Mortgage convertible.....	4,000,000	7	March & Sept.	"	1879	94	1st Mortgage.....	754,000	6	Jan. & July.	New York.	1873				
3d Mortgage.....	6,000,000	7	" " "	"	1883	100	Hartford, Providence and Fishkill:									
4th Mortgage convertible.....	4,441,000	7	April & Oct.	"	1880	94	1st Mort. (R. Island 26.32 m.)	481,000	7	Jan. & July.	Providence.	1876				
5th Mortgage convertible.....	926,500	7	June & Dec.	"	1888	95	1st Mort. (Connecticut 96.04 m.)	1,574,500	7	" "	Hartford.	1876				
Buffalo Branch, 1st mortgage.....	186,400	7	Jan. & July.	"	1891	...	Hastings and Dakota:									
Sterling Loan (\$1,000,000) corv.	4,844,400	6*	March & Sept.	London.	1875	...	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	1900				
Erie and Pittsburg (Penn.):							Hempfield:									
1st Mortgage.....	749,400	7	Jan. & July.	Philadelphia.	1882	...	1st Mortgage (part collateral)...	1,000,000	6	Jan. & July.	Philadelphia.	1872				
2d Mortgage.....	153,000	7	March & Sept.	"	1890	...	Housatonic:									
Consolidated Mortgage tax free.....	1,674,000	7	Jan. & July.	"	1893	...	1st Mortgage sinking fund.....	191,000	7	Jan. & July.	Bridgeport.	1877				
European & North American:							2d Mortgage.....	100,000	7	Feb. & Aug.	" "	1885				
B'g'r L'n, 1st on 66m & 2d on 45m.	1,000,000	6*	Jan. & July.	N. Y. & Lond.	1898	...	3d Mortgage of 1-69.....	50,000	7	April & Oct.	" "	1889				
1st m. R. R. & L'd B to W in 45m	2,000,000	6*	" " "	"	1899	...	Houston and Texas Central:									
Evansville and Crawfordsville:							1st Mortgage L.G. skg fund gold.....	3,400,000	7*	Jan. & July.	New York.	1891				
1st Mortgage (Rv. & III.R.R.).....	350,000	7	Jan. & July.	New York.	1889	...	Hudson River (N.Y.Cen. & H.R.):									
1st Mortgage (B'v. & Chi. R.R.).....	740,000	7	May & Nov.	"	1889	...	1st Mortgage.....	200,000	7	Feb. & Aug.	New York.	1870				
1st Mort. (Rockville Extension).....	150,000	7	Feb. & Aug.	"	1881	...	2d Mortgage, sinking fund.....	1,894,000	7	June & Dec.	" "	1885	108			
Consolidated Mortgage.....	.....	7	Jan. & July.	"	1889	...	3d Mortgage.....	180,000	7	May & Nov.	" "	1875	101		
Evansville, Henderson & Nashv.:							Huntington and Broad Top Mt.:									
1st Mortgage of July 1, 1887.....	1,000,000	7	Jan. & July.	New York.	1897	...	1st Mort. (extended 1870 to 1890).....	416,000	7	April & Oct.	Philadelphia.	1890	101			
Fall River, Warren & Providence:							2d Mortgage.....	267,500	7	Feb. & Aug.	" "	1875	86			
1st Mortgage.....	150,000	7	Jan. & July.	Providence.	1882	...	1st Mortgage (Consol.).....	1,069,000	7	April & Oct.	" "	1895	48			
Flemington (Bol. Del.):							Illinois Central:									
1st Mortgage guaranteed.....	100,000	6	Jan. & July.	Princeton.	1877	...	1st Mortgage Construction.....	3,000,000	7*	April & Oct.	New York.	1875	104			
Flint and Pere Marquette:							1st Mortgage Construction.....	332,000	6*	" "	" "	1875				
1st Mortgage L.G., 1st mort.	287,000	7	May & Nov.	New York.	1890	...	Redemption currency.....	2,500,000	6*	" "	" "	1890				
1st Mortgage L.G., 2d mort.	319,000	7	Jan. & July.	"	1887	...	Redemption, sterling.....	2,500,000	6*	" "	" "	London.	1890			
1st Mortgage L.G., 3d mort.	1,200,000	8	March & Sept.	"	1888	...	Illinois & South. Iowa (T.W. & W.):									
F. & Holly R.R. b'ds (\$25,000 a yr).....	500,000	10	May & Nov.	"	1888	...	1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	90			
Flushing & North Side (L. I.):							Indiana and Illinois Central:									
1st Mortgage.....	825,000	7	Jan. & July.	New York.	1889	...	1st Mortgage.....	2,750,000	7*	Jan. & July.	N.Y. & Lond.	1900				
Fonda, Johnston & Gloversville:							1st Mortgage, gold.....	5,000,000	7*	April & Oct.	New York.	1909				
1st Mortgage.....	300,000	7	"	"	1889	...	1st Mortgage, conv. gold.....	1,500,000	8	" "	" "	1890				
Ft. W. Jackson & Sng. (Mich. C.):							2d Mortgage.....	1,500,000	8	" "	" "					
1st Mortgage guaranteed.....	1,500,000	8	Jan. & July.	New York.	1889	...	Indianapolis, Cinc. and Lafayette:									
Ft. W. Muncie & Cin. (F.W.J.S.):							1st Mortgage (Ind. & Cin.) 95 m.	1,539,500	7	April & Oct.	New York.	1888				
1st Mortgage guaranteed..... gold.....	1,800,000	7*	Jan. & July.	New York.	1889	...	1st Mortgage (I. C. & L.) 179 m.	2,770,000	7	Feb. & Aug.	" "	1897				
Galena & Chic. Union (C.&N.W.):							1st Mortgage (I. C. & L.) 179 m.	1,566,000	7	June & Dec.	" "	1890	68			
1st Mortgage.....	1,807,000	7	Feb. & Aug.	New York.	1882	105	1st Mortgage (Cin. and Ind.)...	500,000	7	" "	" "	1893				
2d Mortgage.....	985,000	7	May & Nov.	"	1875	98	2d Mort. (C.I.L.) 10, 15 & 20 yrs.	1,500,000	7	Jan. & July.	" "	77-78				
Miss. River Bridge bonds.....	200,000	7	Jan. & July.	"	1884	...	1st Mortgage.....	1,500,000	7*	Jan. & July.	New York.	1888				
Georgia:							1st Mortgage of May 1, 1862.....	397,000	7	May & Nov.	New York.	1882				
Bonds (various).....	681,000	7	Jan. & July.	Augusta.	'71-'86	...	1st Mortgage & Vincen. (Pa.R.R.):									
Goshen and Deckertown (Erie):							1st Mortgage guaranteed.....	1,700,000	7	Feb. & Aug.	New York.	1908				
1st Mortgage.....	226,500	7	Jan. & July.	New York.	1889	...	2d Mortgage guaranteed.....	1,480,000	7	May & Nov.	" "	1883				
Gr. Rapids & Indiana (PF. W&C.):							Ionia & Lansing (D.L. & L. Mich.):									
1st Mortgage guar half yr....gold.....	4,000,000	7*	Jan. & July.	New York.	1893	...	1st Mortgage assumed.....	770,000	8	Jan. & July.	New York.	1879				
1st Mortgage half year....gold.....	4,000,000	7*	April & Oct.	"	1899	...	2d Mortgage assumed.....	300,000	8	May & Nov.	" "	1880				
Grand Trunk (Ca.):							Iowa Falls & Sioux City (I.I.Cen.):									
1st Preference Bonds £2,703,325	13,516,625	6*	Jan. & July.	London.	1877	...	1st Mortgage of April 1, 1869.....	2,980,000	7	April & Oct.	New York.	1899	79			
2d Preference Bonds £1,610,264.	8,051,320	4*	" " "	"	1873	...	1st Mortgage of April 1, 1869.....	18,000pm	8	Feb. & Aug.	New York.	1900				
3d Preference Stock £758,510.	3,722,550	4*	" " "	"	1873	...	1st Mort. of Aug. 1, 1870 guar....	1,000,000	8	June & Dec.	New York.	1908				
4th Preference Stock £6,071,210.	27,855,005	4*	" " "	"	1877	...	Iowa Southern:									
Equipment Bonds £610,486.	3,052,400	6*	April & Oct.	"	1877	...	1st Mortgage, tax free.....	1,000,000	7	June & Dec.	New York.	1908				
Postal & Military b'ds £610,200,000.	6,000,000	6*	Feb. & Aug.	"	1878	...	1st Mort.	130,000	7	May & Nov.	Philadelphia.	1875				
Provincial Debentu's £3,111,500	15,537,500	5*	" " "	"	1881	...	Jackson, Lansing and Saginaw:									
Great Falls and Conway:							1st Mortgage of 1865.....	1,495,000	8	Jan. & July.	New York.	1885	101			
1st Mortgage.....	200,000	6	Jan. & July.	Boston.	1878	...	2d Mort. of 1868 for £500,000.....	100,000	8	March & Sept.	" "	1885				
Great Western (Canada):							Consolidated Mort. for £3,000,000.....	8	May & Nov.	" "	1890	100				
Perpetual Debentures.....	227,273	5*	" " "	"	'71-'73	...	Jamest & Frank. (L.S. & M.S.):									
Mortgage Bonds.....	2,076,176	4*	" " "	"	"	1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897					
Mortgage Bonds.....	2,375,906	6*	" " "	"	"	2d Mortgage guaranteed.....	500,000	7	June & Dec.	" "	1894					
Mortgage Bonds.....	618,066	6*	" " "	"	"	Jefferson (Erie):										
Mortgage Bonds.....	2,360,333	5*	" " "	"	"	1st Mort. (Hawley Section 8 m.)	204,000	7	Jan. & July.	New York.	1887					
Mortgage Bonds.....	301,733	5*	" " "	"	"	2d Mort. (" " ")	96,000	7	" "	" "	1889					
Mortgage Bonds.....	4,866	5*	" " "	"	"	1st Mort. (Carbondale Sec. 38 m.)	2,000,000	7	" "	" "	1889					
Gl. Western of Illinois (T.W. & W.):						2d Mortgage assumed.....	2,107,000	7	April & Oct.	New York.	1873					
1st Mortgage (W. of Decatur)	687,000	10	April & Oct.	New York.	1871	...	Jefferson (J. M. & L.):			</						

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.				
			When.	Where.	Due.				When.	Where.	Due.		
Jeffersonville, Madison & Indiana:													
1st Mortgage of Oct. 1, 1866.....	\$2,107,000	7	April & Oct.	New York.	1900	....	Lehigh Valley:					
2d Mortgage of Oct. 1, 1870.....	2,000,000	7	"	"	1910	....	1st Mort. of 1858	\$963,000	6	April & Oct.	Philadelphia.	
1st Mortgage (Ind & Mad.) guar.	397,000	7	May & Nov.	"	1882	....	1st Mort. of 1868 (coup & reg.) free	3,343,000	6	June & Dec.	"	
2d Mortgage (Jeffersonville).....	345,000	7	April & Oct.	"	1873	....	1st Mort. of '70 (reg.) for \$6,000,000	1,050,000	7	Feb. & Aug.	1900	
Louisville Loan (Jefferson, I.R.)	74,000	6	"	"	1882	....	1st Mort. (Hazleton R.R. of 1862	132,000	6	April & Oct.	1872	
Joliet and Chicago (C. & Aton):							Lewey's Island (S. C. & P.):						
1st Mortgage skg fund guar.....	410,000	8	Jan. & July.	New York.	1882	100	1st Mortgage (Calais Loan).....	130,000	6	June & Dec.	Calais.		
Joliet & Northern Ind. (Mich. C.):							Little Miami & Colum. & Xenia:						
1st Mortgage, guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	1st Mortgage.....	1,480,000	6	May & Nov.	New York.	
Junction (Cin. & Indianapolis):							Cincinnati Loan.....	100,000	6	June & Dec.	Cincinnati.		
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1888	....	1st Mortgage (Col. & Xenia).....	307,000	6	March & Sept.	New York.	
2d Mortgage.....	800,000	7	March & Sept.	"	1893	....	1st Mortgage (D. & Western).....	275,000	7	Jan. & July.	"	
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	1st Mortgage (").....	433,000	6	"	1905	
Junction, Philadelphia:							Little Rock and Fort Smith:						
1st Mortgage, guaranteed.....	500,000	8	Jan. & July.	Philadelphia.	1882	....	1st Mortgage for \$8,500,000 gold		6	Jan. & July.	Boston	
2d Mortgage.....	300,000	6	April & Oct.	"	1900	91	Little Rock, Pine Bluff & N. O.:		7	— & —	New York.		
Junction and Breakwater:							1st Mortgage.....		—				
1st Mort. guar. by Delaware.....	400,000	6	Jan. & July.	New York.	1890	....	Little Schuylkill (P. & Rdg.):		7	April & Oct.	Philadelphia.	
Kalam, Alleg. & Gr. R. (L.S. & M.S.):							1st Mortgage, guaranteed.....	783,000	7	—	1877		
1st Mort. assumed by lessees.....	840,000	8	Jan. & July.	New York.	1888	92	Logansport, Crawf. & Swstn Ind.:		8	J. A. J. O.	New York.		
Kalamazoo, & S. Haven (M.Cen.):							1st Mortgage.....	1,500,000	8	—	1890		
1st Mortgage, guaranteed.....	640,000	8	May & Nov.	New York.	1889	104	Long Branch and Sea Shore:		200,000	6	Jan. & July.	New York.	
Kalam. & Three Riv. (L.S. & M.S.):							1st Mortgage.....		7	—	1889		
1st Mortgage, guaranteed.....	100,000	8	Jan. & July.	New York.	1887	Long Island:		500,000	6	Jan. & July.	New York.	
Kalam. & W. Pigeon (L.S. & M.S.):							1st Mortgage.....	175,000	7	Feb. & Aug.	"		
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	150,000	6	May & Nov.	"	
Kansas City and Santa Fe:							General Mortgage of 1869.....	775,000	8	"	"		
Kan. City, St. Jo. & Coun. Bluffs:							Louisville & Miss. Riv. (Ch. & Al):		20,000pm	7	Jan. & July.	New York.	
1st Mortgage (consolid.) 264 m.	687,000	8	March & Sept.	N.Y. & Bost'n.	1890	....	1st Mortgage, guaranteed.....		7	—	1889	
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	"	1880	Louisville, Cincin. and Lexington:		3,000,000	7	Jan. & July.	New York.	
2d Mort. (" " ")	150,000	10	"	"	1872	....	1st Mortgage (Cincinnati Br.):	1,000,000	8	April & Oct.	"	
1st Mort. (St. Jo. & C. B. 80 m.)	1,400,000	10	March & Sept.	"	1892	97	2d Mortgage (general).....	82,000	6	Jan. & July.	"		
2d Mort. (" " ")	539,500	8	June & Dec.	"	1874	91	1st Mort. (Lo. & Frankfort Br.):	100,000	6	"	1881		
1st Mort. (Mo. Valley 61 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mort. (Lex. & Frankfort.):	25,000	6	"	1874	
1st Mort. (" " ")	1,500,000	7	"	"	1893	Louisville and Nashville:		20,000pm	7	Jan. & July.	New York.	
Kansas Pacific (U. Pac. E. D.):							1st Mort. (Main Stem) 1858.....	1,285,000	7	Jan. & July.	"		
1st Mort. on R.R. 140 m.... gold	2,240,000	6*	Feb. & Aug.	New York.	1895	....	Louisville Loan (Main Stem).....	849,000	6	April & Oct.	"	
1st Mort. on R.R. 254 m.... gold	4,063,000	6*	June & Dec.	"	1896	....	Louisville Loan (Lebanon Br.):	225,000	6	May & Nov.	"	
1st Mort. on Branch 34 m....	600,000	7	May & Nov.	"	1896	....	1st Mortgage (Memphis Br.):	197,000	7	"	"	
Land Gr. Mort. on 2,000,000 acres	318,000	7	March & Sept.	"	71-76	....	1st Mort. (Bardstown Br.):	1,000	7	Jan. & July.	"	
1st M. on R.R. 245 m. & 3,000,000 a.	6,500,000	7	May & Nov.	"	1890	....	1st Mort. (Lebanon Br. Ext.):	88,000	7	May & Nov.	"	
1st M. on L. on E. of 380th m. gold	2,000,000	7	Jan. & July.	"	1880	....	Louisville Loan (Leb. Br. Ext.):	333,000	6	April & Oct.	"	
2d Mort. (U.S. Subsidy) on 394 m.	6,303,000	6	"	"	95-97	....	Consolid. mort. of April 1, 1868.....	5,500,000	7	"	"	
3d Mort. Income on 428 m.	4,275,000	7	(after 5 years.)	"	1916	Lowell & Lawrence (B. & L.):		1st Mort. (Main Stem) 1858.....	67,700	6	April & Oct.	Boston.
Kent County (Del.):							1st Mort. endorsed.....	1,950,000	7	Jan. & July.	New York.		
1st Mortgage.....	600,000	6	Jan. & July.	Philadelphia.	1879	....	2d Mort. of 1869.....	1,000,000	7	April & Oct.	"	
Kentucky Central (Cov. & Lex.):							3d Mort. of 1870 endor. by State.....	1,000,000	7	May & Nov.	"		
1st Mortgage March 1852.....	123,000	7	March & Sept.	New York.	1872	....	Equipment Mortgage.....	150,000	....			
2d Mortgage March 1863.....	844,000	7	"	"	1883	Macon and Western:		1st Mort. of Oct. 1870.....	150,000	7	April & Oct.	New York.
3d Mortgage June 1 st 66.....	237,000	7	June & Dec.	"	1885	....	1st Mortgage.....	450,000	7	—	1885	
Keokuk, Iowa City and Minn.:							Maine Central:		1st Mort. of 1860-61 (A. & Ken.):	1,100,000	6	Feb. & Aug.	Boston.
1st Mortgage.....							Bonds, exchangeable for new 7s.	183,000	6	June & Dec.	"		
2d Mortgage.....							Loan of 1860-61 (A. & Ken.):	451,200	7	Jan. & July.	"		
Keokuk and St. Paul (C.B. & Q.):							Loan (new) for \$1,100,000.	112,000	6*	April & Oct.	"		
1st Mortgage, guar. and tax free.....	1,000,000	8	April & Oct.	New York.	1879	95	Mort. (Ext.) for \$500,000.... gold	577,000	6	"	1900-85		
Lackawanna and Bloomsburg:							1st Mort. (B. to P. & Ken. exch. 7s)	159,500	6	Feb. & Aug.	"		
1st Mortgage.....	900,000	7	Jan. & July.	New York.	1875	Mansfield and Framigham (B.C. & F.):		1st Mort. (Penob. & Ken.):	300,000	7	Jan. & July.	Boston.
1st Mortgage (Extension).....	400,000	7	March & Sept.	Philadelphia.	1885	....	1st Mortgage, guaranteed.....	1,050,000	7	Feb. & Aug.	"	
2d Mortgage.....	500,000	7	April & Oct.	"	1880	....	1st Mortgage, Sterling.....	2,454,528	7	"	London.	
2d Mortgage (Extension).....	200,000	7	May & Nov.	"	1890	....	1st Mortgage Dollar.....	2,500,000	7	May & Nov.	Baltimore.	
Income Mortgage.....	200,000	10	Jan. & July.	"	1871	....	3d Mortgage for \$3,000,000.....	2,000,000	8	Jan. & July.	"	
Income Mortgage.....	79,335	7	April & Oct.	"	1871	....	1st Mort. (Scioto & Hocking):	300,000	7	May & Nov.	New York.	
La C. Tremple (Pres. C. & N.W.):						....	Baltimore Loan to Union R. R.:	20,000	7	—	Baltimore.	
1st Mortgage, guaranteed.....	800,000	7	— & —	New York.		Marietta and Pittsburgh:		14,000pm	7*	Feb. & Aug.	Philadelphia.	
Lafayette, Bloomington & Miss.:							1st Mort. of Aug. 1, 1859.... gold		7	—	1896		
1st Mortgage.....	1,300,000	7	— & —	New York.	....		1st Mort. (Aug. 1, 1859.... gold)	14,000pm	7*	Feb. & Aug.	"	
Lafayette, Muncie & Bloomington:							1st Mortgage and Ontagon:		8	June & Dec.	Boston.		
1st Mortgage.....	1,500,000	8	— & —	New York.	....		1st Mortgage.....	150,000	8	—	1875	
Lake Erie and Louisville:							Maryland and Delaware:		850,000	6	May & Nov.	Boston.	
1st Mortgage for \$1,600,000.....	500,000	7	Jan. & July.	New York.	1893	....	2d Mortgage.....	150,000	6	June & Dec.	"	
Lake Shore & Michigan So.:							1st Mortgage.....		1,293,000	7	March & Sept.	New York.	
Sunbury B'ds (CP & ARR 95 th m.)	500,000	7	Jan. & July.	New York.	1874	....	2d Mortgage.....	1,000,000	7	Jan. & July.	"	
Regis. Bonds (" " ")	1,000,000	7	"	"	1880	....	Tenn. Loan.....	1,364,387	6	"	"	
3d Mortgage (" " ")	1,000,000	7	April & Oct.	"	1882	Memphis and Little Rock:		1,300,000	8	May & Nov.	New York.	
Divid'd Bonds (L. S. R.R. 258 m.)	1,500,000	7	"	"	1889	....	1st Mort. (R.R. & 125,000 acres):	900,000	7	Jan. & July.	"	
S. Fund Bonds (L.S. & M.S. 013m)	1,800,000	7	"	"	1879	....	Ark State Loan.....	900,000	7	—	1890	
Consol. M. reg. (" " ")	3,629,000	7	J. A. J. & O.	"	1900	101	Memphis and St. Louis:		5,000,000	7	Jan. & July.	New York.	
Consol. M. coup. (" " ")	1,334,000	7	Jan. & July.	"	1900	....	1st Mort. (R.R. & 630,000 acres):	5,000,000	7	Jan. & July.	"	
1st Mort. (M.S. & N. In. RR. 52 th m.)	5,266,000	7	May & Nov.	"	1885	....	Michigan Air Line (Mich. Cen.):	1,980,000	8	Jan. & July.	Boston.	
2d Mort. (" " ")	2,693,000	7	"	"	1877	....	1st Mortgage, guaranteed.....	1,980,000	8	Jan. & July.	"	
1st Mort. (June, R.R. 49 th m.)	115,000	7	June & Dec.	"	1872	Michigan Central:		1,474,480	6*	Jan. & July.	London.	
8. Fund (Clev. & Tol. R.R. 182 th m.)	2,014,000	7	Jan. & July.	"	1885	....	1st Mortgage, convertible.....	563,000	8	April & Oct.	New York.	
M. of '86 (" " ")	844,000	7	April & Oct.	"	1886	....	1st Mortgage, sinking fund conv.	2,294,500	8	"	"	
Mort. Bonds (Buff & E.R.R. 88 th m.)	....	7	June & Dec.	"	1870	....	1st Mort. (Mich. Air Line R.R.):	1,900,000	8	Jan. & July.	Boston.
Mort. Bonds (" " ")	100,000	7	May & Nov.	"	1873	....	1st Mort. (Gr. Riv. Valley R.R.):	1,000,000	8	Jan. & July.	New York.	
Mort. Bonds (" " ")	200,000	7	Jan. & July.	"	1882	....	2d Mort. (" " ")	500,000	8	April & Oct.	"	
Mort. Bonds (" " ")	300,000	7	March & Sept.	"	1856	....	1st Mort. (Kal. & So. Haven R.R.):	640,000	8	May & Nov.	"	
Mort. Bonds (" " ")	3,000,000	7	April & Oct.	"	1890	....	2d Mort. (" " ")	70,000	8	Feb. & Aug.	"	
1st Mort. (D.M. & Tol. R.R. 65 m.)	924,000	7	Feb. & Aug.	"	1876	....	1st Mort. (Det. Hills & Ind. R.R.):	1,080,000	8	June & Dec.	"	
1st Mort. (Kal. & W. P. R.R. 37 m.)	400,000	7	Jan. & July.	"	1890	Michigan Southern & North. Ind.:		5,256,000	7	May & Nov.	New York.	
1st Mort. (Kal. & W. P. R.R. 37 m.)	924,000	7	"	"	1887	....	1st Mortgage, Sinking Fund.....	2,693,000	7	May & Nov.	"	
1st Mort. (Sch. & Three Riv. R.R.):	100,000	8	"	"	1888	93	2d Mortgage.....		225,000	7	Jan. & July.	Lehigh & Lackawanna.	
1st Mort. (Kal. & Schoolcraft R.R.):	840,000	8	"	"	1888	93	Middletown, Unionville & W. Gap:		1,980,000	8	Jan. & July.	"	
1st Mort. (Jamesstown & Frank.):	500,000	7	"	"	var	1st Mortgage.....		225,000	7	Jan. & July.	"	
2d Mort. (" " ")	500,000	7	June & Dec.	"	1894	Lehigh Superior & Mississippi:		225,000	7	Jan. & July.	"	
1st M.R.R. lands & c. S.F. free gold	4,500,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Aug. 1, 1869.... gold)	5,256,000	7	May & Nov.	New York.	
Lawrence, Lawrence & Galveston:							1st Mort. (Aug. 1, 1869.... gold)	2,693,000	7	May & Nov.	"		
1st Mort. July 1, 1869.....	5,000,000	10	Jan. & July.	New York.	1899	95	2d Mortgage.....		225,000	7	Jan. & July.	Lehigh Superior & Mississippi:	
Lehigh and Lackawanna:							1st Mort. (Aug. 1, 1869.... gold)	225,000	7	Jan. & July.	"		
1st Mortgage (tax free).....	300,000	7	Feb. & Aug.	Pittsburg.	1895	....	1st Mort. (Aug. 1, 1869.... gold)	225,000	7	Jan. & July.	"	
Leaven, Lawrence & Galveston:							Lehigh Superior & Mississippi:		225,000	7	Jan. & July.	"	
Lehigh and Lackawanna:							Lehigh Superior & Mississippi:		225,000	7	Jan. & July.	"	
1st Mortgage, guaranteed.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	Lehigh Superior & Mississippi:		225,000	7	Jan. & July.	"	

AMERICAN RAILROAD BOND LIST.

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Midland Pacific:													
1st Mortgage.....gold	\$1,100,000	7* Jan. & July.	New York.	1900	....		Newark and New York (Cent.):						
Mifflin & Centre Co. (Pa. R. R.):							1st Mortgage.....	\$600,000	7	Jan. & July.	New York.	1891	....
1st Mortgage, guaranteed.....	188,000	6 Feb. & Aug.	Philadelphia.	1897	....		Newark, Somerset & Straitsville:	800,000	7	May & Nov.	New York.	1889	....
Milwaukee & Chicago, (C&NW):							1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
1st Mortgage, guaranteed.....	182,000	7 March & Sept.	New York.	1874	....		New Bedford and Taunton:						
2d Mortgage, ".....	10,500	7 Jun. & Dec.	"	1898	....		1st Mortgage.....	172,500	6	Jan. & July.	Boston.	1881	....
Mil. & Prair. du Chien (M&StP):							New Brunswick and Canada:						
1st Mortgage, (assumed).....	3,674,000	8* Feb. & Aug.	New York.	1898	....		1st Mortgage, Sterling £200,000.....	972,000	6*	May & Nov.	London.	1887	....
2d Mortgage, ("").....	1,315,000	7.3 " " "	"	1898	....		1st Mortgage for \$600,000.....	250,000	7	Jan. & July.	New York.	1889	....
Milwaukee and St. Paul:							New Canaan:						
1st Mortgage.....	5,502,000	7 Jan. & July.	New York.	1898	95		1st Mortgage.....	75,756	7	April & Oct.	New York.	1889	....
1st Mortgage (E. Blv. Palmer).	791,500	8 May & Nov.	"	1874	....		Newcastle and Beaver Valley:						
1st Mort. (Iowa and Minn. Div.):	3,728,000	7 Jan. & July.	"	1897	91		1st Mortgage for \$150,000.....	91,800	7	May & Nov.	Philadelphia.	1882	....
1st Mortgage (Minn. Cent.):	207,000	7 " " "	"	....			New Haven and Darby:						
1st Mortgage (Iowa & Dak.):	1,008,000	7 " " "	"	....			1st Mortgage for \$150,000.....	150,000	7	May & Nov.	New Haven.	1888	....
1st Mortgage (P. du C.Div.):	3,674,000	8 Feb. & Aug.	"	1898	98		New H., Middlet' n & Willim.:						
2d Mortgage (P du C.Div.):	1,315,000	7.3 " " "	"	1898	10		1st Mort. for \$3,000,000, tax free.	2,200,000	7	May & Nov.	New Haven.	1889	....
2d Mortgage 370 miles.....	1,191,000	7 April & Oct.	"	1884	85		2d Mortgage for \$1,500,000.....	6	Jan. & July.	"	1891	....
Income Mortgage.....	20,000	7 Jan. & July.	"	....			New H. & Northampton (Canal):						
Milwaukee City Loan.....	233,000	7 March & Sept.	"	1873	....		1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	....
Milwaukee and Western bonds.....	234,000	7 Jan. & July.	"	1891	....		Convertible, tax free.....	400,000	6	April & Oct.	"	1880	....
Real Estate Purchase.....	148,500	7 various.	"	....			New Jersey (Pennsylvania):						
Incumbrances assumed.....	33,839	7 "	"	....			1st Loan.....	300,000	6	Feb. & Aug.	New York.	1875	....
Mineral Point:							2d Loan.....	450,000	6	" "	"	1878	....
1st Mortgage, Dec. 21, 1868.....	320,000	10 Jan. & July.	New York.	1890	....		3d (State Loan):	100,000	6	" "	"	1887	....
Minnesota and North Western:							New Jersey Midland (NY&OM):						
1st Mort. sinking fund.....gold	20,000pm	7* Jan. & July.	New York.	1896	....		1st Mortgage.....gold	3,000,000	7*	Jan. & July.	New York.	1895	....
Mississippi Central:							2d Mortgage.....currency	400,000	7	" "	"	1891	....
1st Mortgage (Miss. Cen.):	1,354,000	7 May & Nov.	New York.	1873	....		New Jersey Southern:						
2d Mortgage ("").....	2,000,000	8 Feb. & Aug.	"	1876	....		1st Mortgage of Sept. 19, 1869.....	2,000,000	7	May & Nov.	New York.	1889	80
1st Mort. (Miss. Cen. & Tenn.):	25,000	6 April & Oct.	"	1863	....		1st Mortgage (Tom's Riv. Br.):	120,000	6	Feb. & Aug.	"	1890	....
Tennessee Loan bonds.....	1,278,9-0	6 Jan. & July.	"	1892	....		New Jersey West Line:						
Mississippi, Ouachita & Red Riv.:							1st Mort. for \$3,000,000.....gold		7*	May & Nov.	New York.	1900	....
1st Mortgage.....gold	12,000pm	7* — & —	New York.	1900	....		New London Northern:						
Land Mort. (257,000 acres).....gold	1,000,000	7* — & —	"	1900	....		1st Mortgage.....	51,000	7	June & Dec.	New London.	1875	....
Arkansas State Loan.....	10,000pm	7 — & —	"	1900	48		1st Mortgage, Extended.....	370,000	7	March & Sept.	"	1885	....
Mississippi and Tennessee:							Consol. Mortgage.....	230,000	7	April & Oct.	New York.	1888	....
1st Mortgage of April 1, 1866.....	600,000	7 April & Oct.	New York.	1876	....		1st Mortgage.....gold	12,500pm	8*	— & —	New York.	1910	....
Consolidated Mortgage of 1866.....	1,179,500	8 March & Sept.	"	'81-'93	....		2d Mort. endor. by Louis.....	12,500pm	8*	— & —	"	1910	....
Mississippi River:							New Orleans, Jackson & Gt. North:						
1st Mortgage.....	17,000pm	7 — & —	New York.	....			1st Mortgage of July 1, 1856.....gold	3,000,000	8* Jan. & July.	Lond. & N. Y.	1886	....
Mississippi, Iowa & Nebraska:							2d Mortgage of Oct. 1, 1860.....gold	1,500,000	8* April & Oct.	New York.	1890	....
1st Mort. of June 1, 1870.....gold		7* June & Dec.	New York.	1910	....		Income Mortgage of 1870.....gold	2,000,000	7* — & —	New Orleans.	1890	....
Missouri, Kansas and Texas:							New Orleans, Mobile and Texas:						
1st M. RR & land (U.P.S.B.R.):	4,145,000	6 Jan. & July.	New York.	1899	....		1st Mortgage, skg fd, 227 m. gold	12,500pm	7* Jan. & July.	N.Y. or Lond.	1915	....
1st M. (Teho & Nesho) S.F. gold	2,000,000	7* June & Dec.	"	1903	....		1st Mortgage, skg fd, 227 m. cur.	12,500pm	8 " "	New York.	1915	....
Concol. L.G. S.F. (\$14,000,000)g'd	1,605,000	7* Feb. & Aug.	"	1904	....		2d Mortgage on 227 miles.....cur.	12,500pm	8 " "	"	1915	....
Missouri River, Ft. Scott & Gulf:							New Orleans and Selma:						
1st Mortgage of Jan. 1, 1869.....	5,000,000	10 Jan. & July.	New York.	1899	93		1st Mort. endor. by Ala.	16,000pm	8 Jan. & July.	New York.	1900	....
2d Mortgage of April 15, 1870.....	1,400,000	10 April & Oct.	"	1890	91		New York and Boston:						
Missouri Valley (K.C.S.J.C.B.):							1st Mortgage.....gold	3,000,000	7* May & Nov.	N.Y. or Lond.	1889	....
1st Mortgage on 61 miles.....	1,500,000	7 Feb. & Aug.	Boston.	1893	....		New York Central:						
1st Mortgage ".....	1,000,000	7* " "	"	1893	....		Debt Certif. & Premium Bonds.	5,936,626	6 May & Nov.	New York.	1883	93	
Mobile & Alabama Grand Trunk:							Bonds for Debts assumed.....	1,514,000	7 May & Nov.	"	1876	101	
1st Mort. endorsed by Ala.	16,000pm	8 Feb. & Aug.	New York.	....			Bonds for B. & N. Falls R.R.S.:	76,000	6 Feb. & Aug.	"	1883	....
Mobile & Girard:							Bonds for railroad stocks.....	592,000	6 " "	"	1883	....
1st Mortgage.....	377,500	7 Jan. & July.	New York.	1877	....		Bonds for real estate.....	162,000	6 " "	"	1883	....
2d Mortgage, endorsed by Ala.	300,000	7 " "	Mobile.	....			Bonds and mortgages for R. E.	22,800	7 various.	"	var.	....
Plain Bonds.....	33,500	7 — & —	New York.	1888	....		Bonds Convertible till Aug. 1, '69	195,000	7 Feb. & Aug.	"	1876	....
Mobile and Montgomery:							Bonds in place of bonds of 1854.....	2,900,000	6 June & Dec.	"	1887	94	
1st Mortgage of 1868.....	1,250,000	8 May & Nov.	New York.	1882	....		1st Mort. (Hudson Riv. R.R.):	200,000	7 Feb. & Aug.	"	1870	....
Mobile and Ohio:							3d Mort. ("") S. F.	1,891,000	7 June & Dec.	"	1885	106	
1st Mortgage.....gold	5,470,000	8* May & Nov.	New York.	1882	....		Conv. B'ds ("")	180,000	7 May & Nov.	"	1875	103	
1st Mortgage.....Sterling {	803,700	6* " "	London.	1882	....		8,000	7 " "	"	1867	....	
Interest bonds (10 years).....	803,700	8 " "	New York.	1878	....		New York and Fort Lee (Erie):						
Interest bonds 2nd issue.....	377,900	8 " "	"	1883	....		1st Mortgage.....	20,000	7 Jan. & July.	New York.	1888	....
Interest bonds sterling.....	755,400	6* " "	London.	1883	....		New York & Flushing (F. & N.S.):						
Income Mortgage.....	1,151,000	8 various.	New York.	1883	....		1st Mortgage.....	135,000	7 — & —	New York.	1876	....
Montgomery & Erie (Erie):							New York and Harlem:						
1st Mortgage.....	177,000	7 Jan. & July.	New York.	1886	....		1st Mortgage of 1853.....	3,000,000	7 May & Nov.	New York.	1873	100	
Montgomery and Batafua:							4th Mortgage of 1861.....	99,500	7 June & Dec.	"	1871	....
1st Mortgage of 1866, endorsed	640,000	8 March & Sept.	New York.	1886	....		Consolidated mortgage of 1863.....	1,767,000	6 Feb. & Aug.	"	1893	96	
1st Mortgage of 1870, endorsed.....	300,000	... June & Dec.	"	1900	....		Sinking Fund mortgage of 1861.....	112,305	7 Jan. & July.	"	1881	....
Mortgage of 1856.....							Bonds of 1853, unsecured.....	100,000	7 " "	"	1872	....
1st Mortgage.....	16,000	8 Jan. & July.	New York.	Due.	....		N.Y. York, Housatonic & Northern:						
1st Mortgage.....	450,000	8 " "	"	18-0	....		1st Mortgage.....	141,500	7 — & —	New York.	1889	....
1st Mortgage.....	298,000	8 " "	"	1870	....		New York and New Haven:						
2d Mortgage.....	254,000	8 " "	"	1881	....		1st Mortgage.....	1,059,500	6 April & Oct.	New York.	1875	98	
Income Mortgage.....	594,600	8 various.	Montgomery.	var.	....		New York & Oswego Midland:						
Montreal & Champlain:							1st Mort. for \$8,000,000.....gold	3,800,000	7* Jan. & July.	New York.	1894	....
1st Mortgage Sterling £181,400.	882,813	6 Jan. & July.	London.	1890	....		New York, Providence & Boston:						
2d Mortgage.....	370,000	8 " "	New York.	1879	....		1st Mortgage.....	83,000	6 Feb. & Aug.	New York.	1873	....
Morris and Essex:							1st Mortgage.....	80,000	6 " "	"	1878	....
1st Mortgage, Sinking Fund....	5,000,000	7 May & Nov.	New York.	1914	104		Consol. Mort. for \$1,000,000.....	512,000	7 Jan. & July.	"	1899	....
2d Mortgage.....	3,000,000	7 Feb. & Aug.	"	1891	100		Niles and New Lisbon:						
Convertible bonds.....	600,000	7 Jan. & July.	"	1900	....		1st Mortgage.....	500,000	7 — & —	Philadelphia.	1889	....
Construction bonds.....	3,584,000	7 Feb. & Aug.	"	1889	93		1st Mortgage, guaranteed.....	414,350	6 March & Sept.	Boston.	1854	....
Muscatine (South-Western):							Norfolk & Petersburg (A.M.C.):						
1st Mortgage.....	330,000	7 Jan. & July.	Savannah.	1887	....		1st Mortgage.....	110,500	7 Jan. & July.	New York.	1877	....
Nashville and Chattanooga:							1st Mortgage.....	396,000	8 " "	"	1877	....
1st Mortgage, endorsed by Tenn.	1,546,000	6 Jan. & July.	New York.	1890	....		2d Mortgage for \$500,000.....	416,000	8 " "	Norfolk.	1893	....
1st Mortgag. not endorsed.....	23,												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.			
			When.	Where.	Due.				When.	Where.	Due.	
North Missouri:												
1st Mortgage of Jan. 1865	\$6,000,000	7	Jan. & July.	New York.	1895	96	Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York.	1890
2d Mortgage of Oct. 1868	4,000,000	7	April & Oct.	"	1888	...	1st Mortgage, guaranteed.....	855,000	7	March & Sept.	New York.	1898
3d M. of Oct. 1869 (p.c after 5 yrs)	3,000,000	10	"	"	1888	...	Peninsula (C. & N.W.):					91
North Pennsylvania:							1st Mortgage, guaranteed.....	1,800,000	7*	May & Nov.	New York.	1899
1st Mortgage	2,250,000	6	Jan. & July.	Philadelphia.	1886	102	Peninsular (Mich. Ind. & Ill.):					
Chattel Mortgage	360,000	10	April & Oct.	"	1877	110	1st Mortgage.....gold	1,500,000	7	June & Dec.	Philadelphia.	1896
2d Mortgage	1,246,000	7	May & Nov.	"	1896	96	Pennsylvania and New York:	1,500,000	7	"	"	97
Northern Central:							1st Mortgage.....					
1st Mortgage, Md. State loan	1,500,000	6	J. A. J. & O.	Baltimore.	1886	102	1st Mortgage.....	1,500,000	7	"	"	
2d Mortgage	2,500,000	6	Jan. & July.	"	1885	94	Penobscot and Kennebec (M. C.):	577,000	6	April & Oct.	Bangor.	1872
3d Mortgage	1,223,000	6	April & Oct.	"	1900	98	1st Mortgage (Bangor Loan):	169,500	6	Feb. & Aug.	Boston.	1870
3d Mortgage (York & Cumb.R.R.):	500,000	6	Jan. & July.	"	1877	98	Peoria & Bureau Val(C.R.L.P.):					
Consol. Mort. of July 1868	2,019,000	6*	"	"	1900	96	1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1877
Income conv. of April 1, 1870	475,000	7	April & Oct.	"	1890	...	Peoria & Hannibal (C. B. & Q.):					
Northern New Hampshire:							1st Mortgage, tax free.....	600,000	8	Jan. & July.	Boston.	1878
1st Mortgage	115,000	6	April & Oct.	Boston.	1874	...	Peoria, Pekin and Jacksonville:					
Northern New Jersey (Erie):							1st Mort. of May 1, 1867:	1,000,000	7	Jan. & July.	New York.	1894
1st Mortgage, guaranteed.....	400,000	7	Jan. & July.	New York.	1878	...	2d Mort. of Oct. 1, 1870, tax free	1,000,000	7	April & Oct.	"	1900
Northern Pacific:							Peoria and Rock Island:					
1st Mort. on R.R. & lands...gold	50,000,000	7.5	Jan. & July.	New York.	1900	...	1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1900
North Western Virginia:							1st Mortgage.....	610,200	6	April & Oct.	Philadelphia.	1897
2d Mortgage (assumed B. & O.):	458,500	6	Jan. & July.	Baltimore.	1873	99	Perth Amboy and Woodbridge:					85
3d Mortgage (" ")	140,000	6	"	"	1885	92	1st Mortgage, guaranteed.....	100,000	6	— & —	New York.	1886
Norwich and Worcester:							Petersburg:					
1st Mort. State Loan	400,000	6	Jan. & July.	Boston.	1877	...	Mortgage Bonds.....	3,094	6	Jan. & July.	New York.	1871
Plain bonds	59,000	7	June & Dec.	"	1874	...	Mortgage Bonds.....	26,500	7	"	"	1865
Steamboat bonds.....	45,000	7	Feb. & Aug.	"	1870	...	Mortgage Bonds.....	266,500	8	"	"	79-96
Construction bonds.....	250,000	7	Jan. & July.	"	1877	...	Philadelphia and Baltimore Cent.:					
New bonds of 1870	22,000	7	"	"	1890	...	1st Mortgage (Penn. Div.):	800,000	7	Jan. & July.	Philadelphia.	1879
Nyack and Northern:							1st Mortgage (Md. Div.):	300,000	6	"	"	1891
1st Mortgage	100,000	7	Jan. & July.	New York	1890	...	Philadelphia and Erie (Penn.):					
Oakland & Ottawa (D. & M.):							1st Mortgage.....	5,000,000	6	March & Sept.	Philadelphia.	1881
1st Mortgage (assumed) sterling	150,867	6*	May & Nov.	London.	1873	...	2d Mortgage.....	3,000,000	7	Jan. & July.	"	1888
1st Mortgage (" ") dollar.	51,000	7	"	New York.	1873	...	3d Mortgage.....	3,598,000	6	"	"	94
Ogdensburg and Lake Champlain:							1st Mortgage (Sunbury & Erie):	1,000,000	6	April & Oct.	"	1920
1st Mort. conv. into pref. stock.	4,600	7	Jan. & July.	Boston.	1869	...	Philadelphia, Germant. & Norist.:					
2d Mort. conv. into com. stock.	25,200	7	April & Oct.	"	1861	...	1st Mort. Convertible.....	25,400	6	Jan. & July.	Philadelphia.	1882
Equipment mortgage of 1868-'69	500,000	8	Jan. & July.	"	1879	102	Philadelphia and Reading:					
Ohio and Mississippi:							Debenture Loan of 1861.....	100,000	6	Jan. & July.	Philadelphia.	1871
1st Mortgage, (E. Div.):	2,050,000	7	Jan. & July.	New York.	1872	101	Debenture Loan of 1868.....	1,121,000	6	"	"	1893
1st Mortgage, (W. Div.):	850,000	7	"	"	1872	...	Debenture Loan of 1870.....	2,025,000	7	"	"	1890
2d Mortgage, (W. Div.) conv.	534,000	7	"	"	1874	88	Mortgage Loan of 1857, conv.:	143,500	6	"	"	1886
Income Mort., (W. Div.):	221,500	7	April & Oct.	"	1882	...	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880
Funded Debts Mort. (W. Div.):	16,500	7	"	"	1882	...	Mortgage Loan of 1868.....	2,700,000	7	April & Oct.	"	103
Consolidated Mort.....	2,761,000	7	Jan. & July.	"	1898	99	Sterling Loan of 1836.....	182,400	5*	Jan. & July.	London.	1880
Consolidated Mort. (sterling):	101,850	7	"	"	1898	...	Sterling Loan of 1843.....	976,800	6*	"	"	1880
Oil Creek and Allegheny River:							Sterling Loan of 1836.....	288,000	7*	"	"	72-77
1st Mortgage	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	84	Philadelphia, Wilmington & Balt.:					
1st Mortgage	550,000	7	April & Oct.	"	1882	...	Mortgage, convertible.....	349,000	6	Jan. & July.	Philadelphia.	1884
1st Mortgage	200,000	7	June & Dec.	"	1871	...	Plain Bonds.....	600,000	6	April & Oct.	"	1871
2d Mortgage	71,000	7	May & Nov.	"	1871	...	Plain Bonds.....	400,000	6	"	"	1876
Consolidated Mortgage.....	819,000	7	"	"	1888	80	Plain Bonds.....	1,000,000	6	"	"	1887
Old Colony and Newport:							Pittsburg, Cin. & St. Louis (Pa.):					
Plain Bonds	1,388,000	7	Feb. & Aug.	Boston.	1877	102	1st Mortgage, guaranteed.....	6,207,000	7	Feb. & Aug.	Philadelphia.	1890
Plain Bonds	1,000	6	March & Sept.	"	1874	98	2d Mort. conv.(Steubenv. & Ind.):	3,820,000	6	March & Sept.	"	74
Plain Bonds	485,000	6	April & Oct.	"	1875	96	1st Mortgage, tax free.....	4,000,000	7	Jan. & July.	Baltimore.	1898
Plain Bonds	1,000,000	6	March & Sept.	"	1876	95	2d Mort. Bait. Loan.....	1,000,000	6	"	"	1886
Plain Bonds	34,000	6	"	"	1884	...	Turtle Creek Div. bonds.....	400,000	6	Feb. & Aug.	New York.	1889
Omaha and Southwestern:							Real Estate bonds.....	100,000	6	various	Baltimore.	1893
1st Mort. (North Plate Div.):	300,000	8	June & Dec.	New York.	1890	92	Pittsburg, Ft. Wayne & Chicago:					
Orange, Alexandria & Manassas:							1st Mortgage (Series A.):	875,000	7	Jan. & July.	New York.	1912
1st Mort. (Alex to Gordonsville)	400,000	6	May & Nov.	New York.	1873	93	1st Mortgage (Series B.):	875,000	7	Feb. & Aug.	"	1912
2d Mort. (Charlotte to Lynchb.):	1,155,500	6	Jan. & July.	"	1875	84	1st Mortgage (Series C.):	875,000	7	March & Sept.	"	1912
3d Mort. "	598,000	8	May & Nov.	Richmond.	1873	91	1st Mortgage (Series D.):	875,000	7	April & Oct.	"	1912
4th Mort. "	574,000	8	March & Sept.	Alexandria.	1880	84	1st Mortgage (Series E.):	875,000	7	May & Nov.	"	1912
Consolidated Mort.....	1,645,500	7	Jan. & July.	New York.	1882	85	1st Mortgage (Series F.):	875,000	7	June & Dec.	"	1912
Va. State Loan	249,662	7	"	"	1893	...	2d Mortgage (Series G.):	860,000	7	Jan. & July.	"	1912
Osage Valley & Southern Kansas:							2d Mortgage (Series H.):	860,000	7	Feb. & Aug.	"	1912
1st Mortgage (5-20 years):	200,000	10	Jan. & July.	New York.	1888	...	2d Mortgage (Series I.):	860,000	7	March & Sept.	"	1912
Oswego and Rome (B.W. & O.):							2d Mortgage (Series K.):	860,000	7	April & Oct.	"	1912
1st Mortgage guar.....	500,000	7	May & Nov.	New York.	1916	...	2d Mortgage (Series L.):	860,000	7	May & Nov.	"	1912
Income Mortgage guar.....	112,100	6	Feb. & Aug.	"	1891	...	2d Mortgage (Series M.):	860,000	7	June & Dec.	"	1912
Oswego and Syracuse (D.L. & W.):							3d Mortgage.....	2,000,000	7	April & Oct.	"	1912
1st Mortgage, guaranteed.....	112,000	7	May & Nov.	New York.	70-80	...	Bridge (O. & P. R. R.) bonds:	158,000	7	May & Nov.	"	1876
2d Mortgage, guaranteed.....	375,000	7	"	"	1885	...	Equipment Mort. of Mar. 1, 1869	1,000,000	8	March & Sept.	"	1874
Ottawa, Osw. & Fox R.V. (OB.Q.):							Construction bonds of Jan. 1, '70	100,000	7	Jan. & July.	"	1877
1st Mort., traffic guar & tax free	1,200,000	8	Jan. & July.	Boston.	1890	96	Port Huron & Lake Michigan:					
Owensboro' and Russellville:							1st Mortgage of May 1, 1860.....	1,800,000	7*	May & Nov.	New York.	1899
1st Mortgage	200,000	6	April & Oct.	New York.	1886	...	Portland and Kennebec:					
Pacific of Mo.:							1st Mort. (K. & P.R.R., 1851-'61.	224,800	6	April & Oct.	Portland.	1883
1st Mort., construction(Dresden)	74,000	6*	Feb. & Aug.	New York.	1880	...	Funded Int. bonds Oct. 1, 1863.	22,648	6	"	Boston.	1883
1st Mortgage.....gold	7,000,000	7*	Jan. & July.	"	1880	100	Portland loan.....	700,700	6	"	"	1895
Real Estate Bonds.....	500,000	10	various.	St. Louis.	var.	...	Stock certificates (Yarmouth).....	100,000	6	— & —	Portland.	
St. Louis County Loan.....	700,800	6	Feb. & Aug.	"	71-73	...	Portland and Oxford Central:	202,400	6	April & Oct.	"	
Panama:							1st Mortgage of 1863.....	250,000	6	— & —	Portland.	1883
Sterling Bonds £152,775 at 4.85..	740,959	7*	Feb. & Aug.	London.	1872	...	Port Royal:					
Sterling Bonds £19,350 at 4.85..	93,847	7*	April & Oct.	"	1875	...	1st Mort. skg'd conv. ....gold	2,500,000	7*	May & Nov.	Lond. & N. Y.	1889
Sterling Bonds £697,800 at 4.85..	3,869,330	7*	"	"	1897	...	1st Mortgage.....	200,000	6	— & —	Boston.	1889
Paterson and Newark (Erie):							1st Mortgage.....	200,000	6	— & —	Boston.	1889
1st Mortgage, guaranteed.....	500,000	7	Jan. & July.	New York.	1886	...	1st Mortgage.....	345,500	7	June & Dec.	New York.	1899
Paterson and Ramapo (Erie):							1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1899
1st Mortgage, guaranteed.....	85,000	7	May & Nov.	New York.	1878	...	Potsdam & Watertown(R.W.O.):					
Pekin, Junc. & Decatur(TW & W.):							1st Mortgage, guaranteed.....	345,500	7	June & Dec.	New York.	1899
1st Mortgage.....gold	16,000,000	7*	Feb. &									

AMERICAN RAILROAD BOND LIST.

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	Interest Payable.			Description of Bonds.	Amount.	Rate	Interest Payable.		
			When.	Where.	Due.				When.	Where.	Due.
Reading and Columbia (P. & R.):						Savannah and Charleston:					
1st Mortgage, guaranteed.....	\$650,000	7	March & Sept.	Philadelphia.	1882	1st Mortgage (Sav. & Char. R.R.)	\$406,500	7	Jan. & July.	New York.	1889
2d Mortgage, guaranteed.....	350,000	7	June & Dec.	"	1884	Bonds (C. & S.R.R.) guar by S.C.	505,000	6	May & Nov.	Charleston.	1870
Rensselaer and Saratoga:						Int. b'ds (C. & S.R.R.) guar by S.C.	245,745	7	"	"	1889
1st Mortgage.....	150,000	7	Jan. & July.	New York	1873	Savannah and Memphis:					
2d Mortgage.....	300,000	7	"	"	1880	1st Mort. guar. by Ala...gold	16,000pm	8*	May & Nov.	New York.	1890
3d Mortgage.....	150,000	7	"	"	1887	Schenectady and Susquehanna:					
1st Mortgage (S. & W.) assumed.....	400,000	7	March & Sept.	"	1886	1st Mortgage tax free.....gold	350,000	7*	Jan. & July.	New York.	1900
1st Mort. (T. S. & R.) assumed.....	500,000	7	May & Nov.	"	1890	Schuylkill and Susquehanna:					
1st Mortgage (G.F.B.R.) assumed.....	125,000	7	Jan. & July.	"	1894	1st Mortgage, May 1, 1866	97,000	6	May & Nov.	Philadelphia.	1876
Richmond and Danville:						Scioto & Hocking Valley (M.C.C.):					
Virginia skg fund Loan.....	600,000	6	Jan. & July.	New York	1880	1st Mort., assumed by M. & C.C.	300,000	7	May & Nov.	Baltimore.	1896
1st Mortgage guar. by Va.....	158,100	6	"	"	1875	Seaboard and Roanoke:					
Consolidated Mort.	1,722,600	6	May & Nov.	N. Y. & Rich.	1876-'90	1st Mortgage.....	210,000	7	— & —	Philadelphia.	1890
4th Mortgage.....	64,500	6	—	Richmond.	1873-'75	1st Mortgage, guar. by Ala...gold	16,000pm	8*	— & —	New York.	1890
Bonds to Roanoke Val. R.R. Co.	129,600	6	Feb. & Aug.	"	1876-'76	Seims, Marion and Memphis:					
Rich, Fredericksburg & Potomac:						1st Mortgage, guar. by Ala...gold	16,000pm	8*	— & —	New York.	1889
Sterling Bonds.....	67,777	6*	Jan. & July.	London.	1875	Seims and Meridian:					
Dollar Bonds.....	124,489	6	"	Richmond.	var	1st Mortgage (3d series).....	796,830	6	various.	— & —	var
Dollar Bonds.....	274,228	7	"	var	var	1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887
Richmond and Petersburg:						2d Mortgage.....	6,000,000	7	— & —	"	1889
Mortgage (old) various.....	151,296	var	various.	N. Y. & Rich.	var	Shamokin Valley & Pottsv. (N.C.):					
Mortgage of April 1, 1870.....	175,000	8	April & Oct.	"	1872	1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Baltimore.	1872
Richmond and York River:						1st Mortgage.....	750,000	7	June & Dec.	New York.	1884
1st Mortgage (new).....	600,000	8	Jan. & July.	New York	1898	1st Mortgage.....	520,000	7	April & Oct.	Philadelphia.	1889
Roanoke Valley (K. & Dan.):						1st Mortgage, L. G. tax free	200,000	7	March & Sept.	New York.	1880
1st Mortgage, guaranteed.....	129,600	6	Feb. & Aug.	Richmond.	1871-'76	Sioux City and Pacific:					
Rochester & Genesee Val. (Erie):						1st Mortgage Jan. 1, 1868...gold	1,628,000	6	Jan. & July.	New York.	1898
1st Mortgage, guaranteed.....	70,000	6	Jan. & July.	New York	1876	2d Mortgage (U.S. subsidy)...cur	1,628,320	6	"	"	1898
Rockford, R. Island & St. Louis:						1st Mortgage, L. G. tax free	14,000pm	7	— & —	New York.	1888
1st Mortgage, conv., S.F. tax free.....	9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1919	Somerset (Me. Central):					
Rocky River:						1st Mortgage, June 1, 1871...gold	450,000	7*	June & Dec.	Boston.	1891
1st Mortgage, of Oct. 1, 1868.....	30,000	7	April & Oct.	Cleveland.	1873	South Carolina:					
Rome, Watertown & Ogdensburg:						Sterling Loan Bonds.....	1,492,016	5	Jan. & July.	London.	178-188
1st Mortgage, (general) skg Fund.....	632,500	7	June & Dec.	New York	1891	Domestic Bonds (H) 1886-'87	306,500	7	April & Oct.	Charleston.	171-172
1st Mort. (W. & R.) skg Fund.....	796,000	7	March & Sept.	"	1880	Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	"	173-174
1st Mort. (Potowmack & Watert.):	345,500	7	June & Dec.	"	1876	Domestic Bonds (K) Jan. 1868...	1,272,400	7	April & Oct.	"	188-189
Rondout and Owego:						Domestic Bonds (special) Sep.'66	76,000	6	Jan. & July.	"	180-192
1st Mortgage.....	1,000,000	7	Jan. & July.	New York	1890	Real Estate Mortgage.....	80,733	7	various.	"	171-191
Rutland (Verm. Central):						Mortgage, Jan. 1868 (L).....	800,500	7	Jan. & July.	New York.	182-188
Equip. Bonds of May 1, 1870 ...	500,000	7	May & Nov.	Boston.	1880	South Georgia & Florida (A. & G.):					
Equip. Bonds of Sept. 1, 1870 ...	500,000	8	March & Sept.	"	1880	1st Mort. assumed by Atl. & Gulf	464,000	7	— & —	New York.	1890
Rutland & Burlington (Rutland):						2d Mort. " " "	200,000	7	— & —	"	1890
1st Mort. conv. into pref. stock.....	70,000	7	Feb. & Aug.	Boston.	1863	South Mountain Iron:					
2d Mort. conv. into com. stock.....	67,000	7	"	"	1863	1st Mortgage, Dec. 1, 1868.....	200,000	6	June & Dec.	Philadelphia.	1888
Saint Croix and Penobscot:						2d Mortgage, Mar. 1, 1869.....	181,000	7	March & Sept.	"	1884
1st Mort. (Cal. & Baring R.R.):						South and North Alabama:					
2d Mort. (" " "):						1st Mort., endor. by Ala. tax free	22,000pm	8	Jan. & July.	New York.	1890
Calais Loan to Lewey's Isl. R.R.:	95,200	6	Jan. & July.	Calais, Me.	1879	South Pacific (Atl. & Pac.):					
St. Joseph & C.B. (K. St. & C. B.):	130,000	6	"	"	1879	1st Mort. assumed by A. & P.:	7,250,000	6	Jan. & July.	New York.	1888
1st Mortgage (80 m. in Missouri):	1,400,000	10	March & Sept.	Boston.	1892	1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880
2d Mortgage (" " "):	339,500	8	June & Dec.	"	1892	South Side (L. L.):					
St. Joseph & Denv. C.R.D. 112m.):						1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887
1st Mort. of Aug. 14, 1868 free...:	1,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1890	South Side, Va. (A.M. & O.):					
St. Joseph & Denv. C. (W.D. 180m.):						1st Mort., consol. 1st pref.....	581,000	8	Jan. & July.	New York.	184-190
1st M. R.R. lands of M'Y 17, '70; free	5,500,000	8*	Feb. & Aug.	N.Y.L'n & Fk.	1900	1st Mort., consol. 2d pref.....	619,300	6	"	"	184-190
St. Lawrence & Industry (Can.):						4th Mortgage, consol. 3d pref.....	458,100	6	"	"	184-190
1st Mortgage.....	250,000	8	Feb. & Aug.	London.	1887	Va. State Loan (net).....	708,102	6	"	"	long
St. Louis, Alton and Terre Haute:						Southern Central:					
1st Mortgage (Series A) skg fd.	1,100,000	7	Jan. & July.	New York	1894	1st Mortgage, skg fund conv.	1,500,000	7	Jan. & July.	New York.	1900
1st Mortgage (Series B) skg fd.	1,100,000	7	April & Oct.	"	1894	1st Mortgage gold	1,500,000	7	May & Nov.	New York.	1900
2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	Southern Minnesota:					
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	1st Mort., Apr. 1, 1868 tax free	20,000pm	7	April & Oct.	New York.	1888
2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	Southern (Cal.) Pacific:					
Equipment Mortgage.....	300,000	10	March & Sept.	"	1894	1st Mortgage for \$28,000,000 gold.....	6*	Jan. & July.	New York.	1901	
St. Louis, Conn. Bluffs & Omaha:						Southern Pennsylvania:					
1st Mortgage, guaranteed...gold	16,000pm	7*	Jan. & July.	New York	1901	1st Mort. March 1, 1870....gold	571,500	7	March & Sept.	Philadelphia.	1890
St. Louis and Iron Mountain:						2d Mort. Sept. 1, 1870....gold	80,000	7*	"	"	1880
1st Mortgage of Aug. 1, 1867 gold.....	4,000,000	7*	Feb. & Aug.	New York	1892	South Western (Cen. of Ga.):					
St. Louis, Jacksonville & Chicago:						Mortgage Bonds, various.....	399,000	7	various.	Macon.	177-180
1st Mortgage of Mar. 10, 1864.....	2,365,000	7	April & Oct.	New York	1894	Mortgage Bonds, Muscogee R.R.	300,500	7	"	"	1888
2d Mortgage of May 1, 1868.....	380,000	7	Jan. & July.	"	1893	Spartanburg and Union:					
St. Louis, Lawr. & Denv. (Pacific):						1st Mortgage, end. by S. Car ...	350,000	7	Jan. & July.	Charleston.	1888
1st Mortgage, guaranteed...gold	1,020,000	6*	Jan. & July.	New York	1897	1st Mortgage not endorsed.....	198,370	7	"	"	1888
St. Louis and Santa Fe:						Springfield & Illinois S. Eastern:					
1st Mortgage.....	20,000pm	7	Jan. & July.	St. Louis.	1891	1st Mortgage..... gold	15,000pm	7*	Jan. & July.	New York.	1890
St. Louis and South Eastern:						Staten Island:					
1st Mort. skg fund conv....gold	3,250,000	7*	May & Nov.	New York	1894	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886
St. Louis and St. Joseph (N. Mo.):						Sterling Mountain:					
1st Mort. of Nov. 2, 1868 guar. gold	1,000,000	6*	May & Nov.	New York	1893	1st Mortgage.....	350,000	7	— & —	New York.	1874
St. Louis, Van. & T. H. (T. H. & L.):						Sullivan (Verm. Central):					
1st Mortgage, S. F., guaranteed.....	1,900,000	7	Jan. & July.	New York	1897	1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875
2d Mortgage, S. F., guaranteed	2,600,000	7	April & Oct.	New York	1887	2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880
St. Paul and Chicago (M. & St. P.):						Sullivan and Erie:					
1st Mort. of 1870....gold	3,000,000	7*	J. A. J. & O.	New York	1900	1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886
St. Paul and Pacific 1st Division:						Summit Branch:					
1st Mort. (St. P. to St. Anth. 10m.)	120,000	8	March & Sept.	New York	1892	1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875
1st Mort. (St. Paul to Wab. 80 m.)	700,000	7	Jan. & July.	"	1892	1st Mortgage.....	200,000	6	— & —	New York.	1886
Land Grant & 2d Mort. (80 m.)	1,500,000	7	June & Dec.	"	1892	1st Mortgage.....	350,000	7	— & —	New York.	1874
General Mort. R.R. & L. \$2,020,000						1st Mortgage, extended.....	500,000	6	Jan. & July.	Boston.	1875
General Mort. R.R. & L. \$2,020,000						2d Mortgage, extended.....	250,000	6	Feb. & Aug.	"	1880
1st M. (W. Line & L.) for \$3,000,000	780,000	7*	"	London.		Sullivan and Erie:					
2d M. (W. Line & L.) for \$6,000,000						1st Mortgage, skg fund conv.	1,000,000	7	May & Nov.	New York.	1886
St. Paul and Sioux City:						Summit Branch:					
Land Stock on 400,000 acres....	2,400,000	8	J. A. J. & J.	New York		1st Mortgage.....	201,000	6	Jan. & July.	Philadelphia.	1875
Salem (W. Jer.):						1st Mortgage.....	200,000	6	— & —	New York.	1886
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	1st Mortgage.....	200,000	6	— & —	New York.	1886
1st Mortgage guar.....	220,000	6	Feb. & Aug.	Boston.	1878	1st Mortgage.....	171,000	6	— & —	Camden.	1886
Sand., Mansfield & Newark (B&O):											

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.			Description of Bonds.	Amount.	Rate.	Interest Payable.					
			When.	Where	Due.				When.	Where	Due.			
Tioga:														
1st Mortgage.....	\$243,000	7	May & Nov.	New York.	1872	...	Western Union (M. & St. P.):	\$3,275,000	7	Feb. & Aug.	New York.	1896	...	
Toledo, Peoria and Warsaw:							1st Mortgage for \$6,000,000							
1st Mortgage (E. Div.)	1,600,000	7	June & Dec.	New York.	1894	95	Loan of Mar. 1861, guar. by C. & A.	400,000	6	March & Sept.	Camden.	1883	...	
1st Mortgage (W. Div.)	1,800,000	7	Feb. & Aug.	"	1896	93	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	"	1896	86	
2d Mortgage (W. Div.)	1,300,000	7	April & Oct.	"	1886	84	Concealed mort. Apr. 1, 1869.....	979,000	7	April & Oct.	"	1899	102	
Equipment sinking fund.....	94,000	8	Jan. & July.	"	1879	...	West Shore Hudson River:							
Consolidated Bond Class A.....	1,000,000	7	May & Nov.	"	1911	...	1st Mortgage.....	676,300	7	— & —	New York.	...	...
Toledo, Wabash and Western:							West Wisconsin:							
1st Mort. (Pol. & Ills. 75 m.)	900,000	7	Feb. & Aug.	New York.	1890	98	1st M. L. G. stg. com. £300,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	...	
1st M. (L. Erie, W. & St. L. 167 m.)	2,500,000	7	"	"	1890	95	Wicomico and Pocomoke:							
2d Mort. (Pol. & Wabash 75 m.)	1,000,000	7	May & Nov.	"	1878	93	1st Mortgage.....	200,000	6	Jan. & July.	Philadelphia.	1888	...	
9d Mort. (Wab. & West. 167 m.)	1,500,000	7	"	"	1871	...	Williamston and Tarboro:							
Equipment Bonds (T. & W. 75m.)	200,000	7	"	"	1883	87	1st Mortgage coupon.....	310,000	8	May & Nov	New York.	1900	...	
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N.	"	1907	93	Wilm., Charlotte & Rutherford:							
Decatur & East St. Louis 109 m.	2,700,000	7	"	"	1900	93	1st mortgage.....	1,000,000	8	Jan. & July.	New York.	187-97	...	
Troy and Boston:							1st Mortgage, endor. by N. Car.	1,00,000	8	"	"	"	187-97	
1st Mortgage.....	300,000	7	Jan. & July.	New York.	1887	...	Wilmington and Reading:							
2d Mortgage.....	300,000	7	April & Oct.	"	1885	...	1st Mortgage.....	2,250,000	7	April & Oct.	Philadelphia.	1900	100	
3d Mortgage.....	650,000	7	May & Nov.	"	1875	...	2d Mortgage.....	282,300	7	Jan. & July.	"	1902	...	
Convertible Bonds.....	648,000	7	"	"	1882	...	Wilmington and Weldon:							
Troy, Salem & Rutland (R. & Sar.):							Sterling Loan.....	576,888	6	Jan. & July.	London.	1881	...	
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1894	...	Sterling Loan.....	197,777	7	May & Nov.	"	1885	...	
Troy Union:							Sinking Fund Bonds.....	710,000	7	Jan. & July.	New York.	1896	95	
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	...	Winona & St. Peter (C. & N. W.):							
2d Mortgage, guaranteed.....	380,000	6	"	"	1878	...	1st Mortgage.....	20,000pm	7	Jan. & July.	New York.	...	89	
Union Pacific:							2d Mortgage.....	12,000pm	7	May & Nov.	"	"	...	
1st Mortgage, tax free.....	27,287,000	6*	Jan. & July.	N.Y. & Boston	96-99	93	CANAL BONDS:							
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oct.	Boston.	1899	81	Chesapeake and Delaware:							
Income Mortgage.....	10,000,000	10	March & Sept.	"	1874	80	1st Mortgage.....	2,039,150	6	Jan. & July.	Philadelphia.	1886	94	
2d Mortgage (U. S. subsidy).....	27,236,512	6	Jan. & July.	N.Y. & Boston	96-99	...	Chesapeake and Ohio:							
Union Pacific—Central Branch:							Maryland State Loan.....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	...	
1st Mortgage.....	1,000,000	6*	May & Nov.	New York.	1895	...	Sterling, Loan guaranteed.....	4,375,000	5*	"	London.	1890	...	
2d Mortgage (U. S. subsidy).....	1,000,000	6	Jan. & July.	"	1895	...	Preferred Bonds.....	1,699,500	6	Jan. & July.	Baltimore.	1885	...	
Union Pacific, E. D. (see K. Pac.):							Delaware Division (L. C. & W.):							
Union Pacific, S. Br. (M. K. & T.):							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	...	
1st M. R. R. 342 m. & 1,300,000 acres	4,146,000	6*	Jan. & July.	New York.	1890	...	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	...	
Union and Titusville:							Mortgage bonds of 1870, tax free.....	3,600,000	7	Jan. & July.	"	1884	104	
Utica and Black River:							Delaware and Hudson:							
1st Mortgage, July 1868.....	500,000	7	Jan. & July.	Philadelphia.	1890	...	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	...	
Vermont Central:							Mortgage bonds of 1870, tax free.....	3,600,000	7	Jan. & July.	"	1884	...	
1st Mortgage.....	150,000	7	Jan. & July.	New York.	1878	...	Delaware and Hudson:							
2d Mortgage.....	3,000,000	7	June & Dec.	Boston.	1886	80	Mortgage bonds tax free.....	1,500,000	7	May & Nov.	New York.	1877	...	
Equip. Loans of 1866-'67.....	1,500,000	7	"	"	1891	31	Mortgage bonds of 1870, tax free.....	3,600,000	7	Jan. & July.	"	1884	104	
Equip. Loans of 1867.....	1,000,000	8	May & Nov.	"	176-77	98	Lehigh Coal and Navigation:							
Stanstead, Shefford & Cham. bds.	500,000	7	"	"	1889	98	Mortgage Loan.....	5,856,277	6	J. A. J. & O.	Philadelphia.	1884	92	
Guar. Stock (Vt. & Co.):	2,000,000	8	June & Dec.	"	1887	99	Mortgage Loan.....	2,0,000	6	"	"	1897	4	
Vermont and Massachusetts:							Gold Loan.....	4,944,000	6*	June & Dec.	"	1897	100	
1st Mortgage.....	550,000	6	Jan. & July.	Boston.	1883	93	Gold Loan.....	1,942,000	6*	"	"	1894	94	
Convertible tax free, bonds.....	200,000	7	"	"	1879	100	Convertible Loan.....	1,498,879	6	"	"	1877	90	
Vermont Valley (Vt. Central):							Monongahela Navigation:							
1st Mortgage.....	386,000	7	April & Oct.	New York.	1860	...	1st Mortgage.....	103,000	6	Jan. & July.	Pittsburg.	1887	...	
1st Mortgage.....	114,000	6	"	Boston.	1860	...	2d Mortgage.....	7,000	6	"	"	1875	...	
1st Mortgage.....	293,200	7	"	"	1859	...	Morris (and Banking):							
Vicksburg and Meridian:							1st Mortgage.....	500,000	6	April & Oct.	Jersey City.	1884	95	
General Mort., 1st series (red)	722,500	7	Jan. & July.	Philadelphia.	1890	...	2d Mortgage.....	285,000	6	"	"	1876	93	
" " 2d series (blue)	850,000	7	"	"	1890	...	Boat Loan, sinking fund.....	236,965	7	"	"	1886	93	
" " 3d series (black)	164,000	7	"	"	1890	...	Dividend Scrip.....	103,164	7	— & —	"	...	...
" " (not endorsed)	1,273,000	7	April & Oct.	"	1890	...	Pennsylvania:							
Special Loan.....	225,438	8	Jan. & July.	"	1880	...	1st Mortgage.....	1,832,000	6	Jan. & July.	Philadelphia.	1887	77	
Vineland:							Schuylkill Navigation:							
1st Mortgage.....	750,000	7	April & Oct.	New York.	1890	...	1st Mortgage.....	1,751,218	6	March & Sept.	Philadelphia.	1872	78	
Virginia & Tennessee (A. M. & O.):							2d Mortgage.....	4,006,670	6	Jan. & July.	"	1882	80	
1st Mortgage.....	494,000	6	Jan. & July.	New York.	1873	95	Plain Bonds.....	171,334	6	— & —	"	1876	77	
2d Mortgage.....	4,000	6	"	"	1869	79	Improvement bonds.....	305,500	6	May & Nov.	"	1870	46	
3d Mortgage.....	900,000	6	"	"	1884	...	Boat and Car Loan 1863.....	900,000	6	— & —	"	1888	...	
Income Mortgage.....	113,000	6	"	"	1866	...	Boat and Car Loan 1864.....	633,650	7	— & —	"	1889	77	
4th Mortgage.....	846,000	8	"	"	1900	88	Susquehanna (S. & Tide Water):							
Registered Certificates.....	116,129	8	"	"	Richmond.	1880	...	1st Mortgage.....	227,500	6	Jan. & July.	Philadelphia.	1894	80
Interest Funding Bonds.....	204,200	8	"	"	New York.	1880	...	2d Mortgage.....	700,000	6	"	"	1885	...
Walkill Valley (20,000 per mile):							3d Mortgage stg.	872,667	6*	"	"	1878	...	
1st Mortgage.....	350,000	7	April & Oct.	New York.	1910	...	Tide-Water (Susq. & Tide-W.):							
Ware River (N. & N.):							1st Mortgage.....	97,810	6	Jan. & July.	Baltimore.	1894	...	
1st Mortgage for \$1,000,000.....	239,300	7	Jan. & July.	Boston.	1890	...	2d Mortgage.....	300,000	6	"	"	1895	...	
Warren (D. L. & W.):							3d Mortgage.....	436,333	6	"	"	1878	...	
1st Mortgage, guaranteed.....	511,400	7	Feb. & Aug.	New York.	1875	...	Union:							
Warwick Valley (Erie):							1st Mortgage.....	3,000,000	6	May & Nov.	Philadelphia.	1883	16	
1st Mortgage.....	85,000	7	April & Oct.	New York.	1880	...	West Branch and Susquehanna:							
Washington and Ohio:							1st Mortgage, sinking fund.....	450,000	6	June & Dec.	Philadelphia.	1878	...	
1st Mortgage 1868 for \$8,000,000.....							2d Mortgage.....	297,000	6	May & Nov.	"	1888	...	
Watertown & Rome (R. W. & O.):							3d Mortgage.....	13,000	6	"	"	1868	...	
2d Mortgage.....	3,000	7	March & Sept.	New York.	1871	...	Wyoming Valley (Penna.):							
Sinking Fund.....	796,900	7	"	"	1880	...	1st Mortgage, assumed by Pa.	800,000	6	Jan. & July.	Philadelphia.	1878	96	
Westchester and Philadelphia:														
1st Mortgage, convertible.....	400,000	7	Jan. & July.	Philadelphia.	1873	102	MISCELLANEOUS:							
3d Mortgage (80 compromised). .	557,400	6	April & Oct.	"	1878	...	American Dock & Improvement:							
Western Alabama:							1st Mort. guar. by C. R. R. Co.:	2,000,000	7	Jan. & July.	New York.	1886	100	
Mortgage consolidated guar.....	1,200,000	8	April & Oct.	New York.	1900	...	Consolidated (Md.) Coal:							
1st Mortgage (before consolid.). .	600,000	8	"	"	1888	...	1st Mortgage, convertible.....	750,000	7	Jan. & July.	New York.	1885	...	
1st Mortgage (M. & W. Point R. R.):	760,000	8	Jan. & July.	"	1881	...	1st Mortgage.....	566,000	7	Feb. & Aug.	Philadelphia.	1881	...	
Western (B. & Albany):							Long Dock:							
Sterling Bonds.....	1,619,520	5*	April & Oct.	London.	1871	...	Mortgage Bonds, guaranteed	2,500,000	7	June & Dec.	New York.	1872	95	
Albany Loan (A. & W. Stockbridge):	500,000	6	Jan. & July.	Boston.	1876	...	Mariposa:							
Dollar Bonds.....	753,500</td													

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

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Abstract of General Balance Sheet											
Value of Shares.		Market.		Operations.							
Par.		Dividends.		Earnings.				Carried one mile.			
Net.				Gross.				Freight.			
Passen- gers.		Trains Moved.		Number.		Tons.		Leased and oper. by Chebebe.		Leased and oper. by Chebebe.	
M.		M.		M.		M.		M.		M.	
Railroad Operated.		Surplus Income.		\$3,763,000		\$60,000,000		\$60,000,000		\$60,000,000	
M.		\$2,700,000		\$7,888,000,000		\$2,000,000		\$2,000,000		\$2,000,000	
M.		\$62,644		\$10,229,458		\$16,988,713		\$860,703		\$57,497	
M.		\$10,227,040		\$4,164,926		\$4,164,926		\$164,0		\$164,0	
M.		\$10,221,120		\$1,203,388		\$1,203,388		\$786,299		\$60,000	
M.		\$10,220,914		\$1,203,388		\$1,203,388		\$11,371,323		\$1,063,971	
M.		\$84,561		\$2,595,850		\$7,616,400		\$245,000		\$83,007	
M.		\$80,000		\$2,595,850		\$7,616,400		\$245,000		\$83,007	
M.		\$44,000		\$260,000		\$1,200,000		\$245,000		\$245,000	
M.		\$60,000		\$1,216,000		\$160,000		\$1,216,000		\$1,216,000	
M.		\$1,818,000		\$848,000		\$848,000		\$848,000		\$848,000	
M.		\$1,818,000		\$1,818,000		\$1,818,000		\$1,818,000		\$1,818,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000		\$1,216,000		\$1,216,000	
M.		\$80,000		\$1,216,000		\$1,216,000					

RAILROAD SHARE LIST: including Mileage.

Rolling Stock (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Abstract of General Balance Sheet

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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (-) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in *Italics.*

Abstract of General Balance Sheet.

Years ending	Railroad.		Property and Assets.		Liabilities.		Operations.		Value of Shares.	
	Railroad.		Assets.		Accounts and Cash.		Dividends.		Earnings.	
	Freight.	B. M. E.	Rolling Stock.	Stocks.	Bonds.	Surplus Income.	Passenger.	Gross.	Net.	Carried one mile.
2d. Track and Sidings.	M.	M.	10	1	10	1	1	1	1	1
Branch Line.	M.	M.	1.0	51.0	2	1	1	1	1	1
Main Line.	M.	M.	39.6	97	23	1.1	10	10	10	10
Railroad in progress.	M.	M.	2.3	6	2	1	1	1	1	1
2d. Railroad.	M.	M.	16	23	131	1	1	1	1	1
Branch Line.	M.	M.	16.2	47.6	120	1	1	1	1	1
Main Line.	M.	M.	30	187.0	14.5	1.9	1	1	1	1
Railroad in progress.	M.	M.	30	187.0	12.0	1.9	1	1	1	1
2d. Railroad.	M.	M.	30	187.0	15.1	2.3	1	1	1	1
Branch Line.	M.	M.	30	187.0	20.0	1.9	1	1	1	1
Main Line.	M.	M.	31	187.0	22.0	1.9	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	18.0	1.8	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	49.2	1.8	1	1	1	1
Branch Line.	M.	M.	31	187.0	47.0	1.8	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.8	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	28.0	1.8	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	16.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	17.1	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	44.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	58.4	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	301.3	42.1	1.6	1	1	1
Branch Line.	M.	M.	31	187.0	30.2	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	93.0	3.8	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	71.5	2.1	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	69.0	2.1	1	1	1	1
Branch Line.	M.	M.	31	187.0	20.3	9.0	2.1	2	1	1
Main Line.	M.	M.	31	187.0	68.0	6.5	2	2	1	1
Railroad in progress.	M.	M.	31	187.0	22.2	4.6	2	2	1	1
2d. Railroad.	M.	M.	31	187.0	22.2	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
2d. Railroad.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Branch Line.	M.	M.	31	187.0	28.0	1.6	1	1	1	1
Main Line.	M.	M.	31	187.0	46.0	1.6	1	1	1	1
Railroad in progress.	M.	M.	31	187.0	46.0	1.6	1	1	1	1

REFERRED & GUARANTEED STOCKS

(Marked with an asterisk (*) are guaranteed by lessees and thus (†) have equal dividends with lessees' stock.)

COMPANIES.	Amount outstanding.	Div'ds	Market Price.
		Rate.	Paid.
RAILROAD STOCKS:			
Atlantic & Gt. Western (O. D.) pref.	\$1,919,000	7	...
Atlantic and St. Lawrence* guar.	2,494,000	4	...
Baltimore and Ohio, pref.	3,000,000	6	150
Berkshire, * guaranteed.	600,000	7	7
Blossburg and Corning* guar.	250,000	5	5
Boston, Concord and Montreal, pref.	1,340,000	6	754
Buffalo, N. York and Erie* guar.	950,000	7	744
Camden and Atlantic, pref.	753,695	8	80
Catawissa, * pref. and guar.	2,200,000	7	924
Cayugus and Susquehanna* guar.	689,110	9	...
Cedar Rapids & Missouri, * preferred and guaranteed.	756,000	7	7
Central (Ohio), preferred.	400,000	7	39
Chehaw, * guar.	380,000	8	6
Cheeshire, preferred.	2,017,815	7	34
Chicago and Alton, pref.	2,425,400	7	121
Chicago, Iowa and Nebraska, * guar.	2,600,000	10	...
Chicago and Northwestern, pref.	20,170,293	7	904
Cleveland and Mahoning, * guar.	2,056,000	7	7
Cleveland and Toledo, * guar.	6,250,000	34	...
Cochecho, preferred.	177,750	8	...
Connecticut and Passumpsic River, preferred.	1,822,100	6	924
Cumberland Valley, 1st pref.	241,900	8	1144
" " 2d pref.	242,000	8	...
Delaware, * guaranteed.	594,261	6	...
Detroit & Milwaukee, * preferred and guaranteed.	1,500,000	6	...
Dubuque and Sioux City, * preferred and guaranteed.	1,988,170	7	974
Dubuque Southwestern, pref.	330,308	7	...
Eastern (N. H.), * guaranteed.	492,500	8	8
Elmira, Jefferson and Canandaigua, * guaranteed.	500,000	5	5
Elmira and Williamsport, * guar.	500,000	5	5
Elmira and Williamsport, * preferred and guaranteed.	500,000	7	744
Erie, preferred.	8,536,910	7	764
Evansville and Crawfordsville pref.	100,000	...	...
Hannibal and St. Joseph, pref.	5,078,224	7	69
Harrisburg and Lancaster, * guar.	1,182,550	7	7
Houstonian, preferred.	1,180,000	8	4
Huntingdon & Broad Top Mountain, preferred.	190,750	7	34
Joliet and Chicago, * guar.	1,500,000	7	7
Joliet and Northern Indiana, * guar.	300,000	8	8
Lackawanna and Bloomsburg, pref.	500,000	7	...
Leeds and Farmington, * guar.	2,646,100	7	7
Louisville, Cincinnati and Lexington, preferred.	848,700	9	9
Marietta and Cincinnati, 1st pref.	6,586,135	6	28
" " 2d pref.	4,051,744	6	143
Manchester and Lawrence*.	1,000,000	9	...
Michigan Southern, guaranteed.	586,800	10	...
Mill Creek and Mine Hill, * guar.	323,375	10	...
Milwaukee and St. Paul, preferred.	9,744,268	7	774
Mine Hill and Schuylkill Haven, * guaranteed.	3,775,000	8	8
Mount Carbon & Pt. Carbon, * guar.	282,250	12	12
New Haven and Northampton*.	1,344,000	7	...
New York and Harlem, pref.	1,500,000	8	135
Niagara Bridge and Canandaigua, * guar.	1,000,000	6	6
North Eastern (S. C.), preferred.	155,000	8	8
Onondaga and L. Champlain, pref.	1,037,000	8	1034
Ohio and Mississippi, pref.	3,500,000	7	744
Paterson and Hudson, * guar.	630,000	8	8
Paterson and Ramapo, * guar.	248,000	5	5
Peoria and Bureau Valley, * guar.	1,290,000	6	6
Philadelphia and Erie.	5,986,700	...	...
Philadelphia and Reading, pref.	1,551,800	10	...
Philadelphia and Trenton, * guar.	1,099,720	6	6
Pittsburg and North Adams, * guar.	450,000	6	6
Potl. & Kennebec (Yarmouth) guar.	200,000	6	6
Portland, Sago & Portsmouth, * guar.	1,500,000	6	6
Portsmouth and Concord*.	350,000	7	7
Richmond, Fredericksburg & Potomac, guaranteed.	142,900	7	7
Rochester and Genesee Valley*.	557,560	7	...
Rutland, preferred.	7	7	...
St. Louis, Alton and T. H., pref.	2,040,000	7	92
Sandusky and Cincinnati, pref.	445,514	6	48
Schuylkill Valley, * guar.	576,600	5	5
Shenandoah Valley & Pottsville, * guar.	869,450	5	5
Fol. Peoria & Warsaw 1st pref.	1,700,000	7	...
" " 2d pref.	1,309,000	7	...
Toledo, Wabash and Western, pref.	1,000,000	7	86
Troy and Greenbush, * guar.	274,000	7	...
Vermont and Canada, * guar.	2,500,000	8	8
Watson, * guar.	1,408,300	7	7
White Mountains, * guar.	200,000	5	5
Wrightson, York & Gettysburg, * pref.	317,050	...	...
CANAL STOCKS:			
Dovera Division, * guar.	1,623,350	8	8
Morris, * pref. d.	1,175,000	10	125
Schuykill Navigation, pref.	2,588,997	6	504
Union, preferred.	6	...	14
MISCELLANEOUS STOCKS:			
Cumberland Coal, pref.	6	...	...
Levi's Mining, pref.	5,774,400	7	21

WHOLESALE PRICE CURRENT.	
IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 24; Scrap Cast, \$8; Scrap Wrought, \$8 per ton.	
Pig, Scotch, No. 1.....	per ton — @ 54
Pig, American, No. 1.....	49 — @ 51
Pig, American, Forgo.....	48 — @ 50
Bar, Refined, English and American.....	— @ 105
Bar, Swedes, assorted sizes.....	(gold) 86 — @ 100
	STORE PRICES.
Bar, Sweden.....	125 — @ 135
Bar, Refined, 1 to 2 in. rd. & sq.—1 to 6 in.	110 — @ —
Bar, Refined, 1 to 6 by 1 & 5 to 10 & 24 to	115 — @ —
Bar, Refined, 1 & 1½ to 6 by 1 & 5 to 10 & 24 to	117 50 — @ —
Large Round.....	122 50 — @ 125 50
Scroll.....	122 50 — @ 152 50
Ovals and Half-round.....	127 50 — @ 137 50
Band.....	— @ 122 50
Horse Shoe.....	120 — @ 130
Rods, 4 to 18 inch.....	115 — @ 155
Hoop.....	135 — @ 177 50
Nail Rod.....	per lb. — @ — 8
Sheet, Russia, as to assortment.....(gold) — @ — 184	
Sheet, Single D. and T. Common.....	61 — @ 75
Sheet, Doubles and Trebles, Charcoal.....	71 — @ 83
Sheet, Galvanized.....	List 18 per ct. disc.
Rails, English.....(gold).....per ton 72 — @ 74	
Rail, American, at Works in Penna. c. y. 85 — @ 90	
Anvils, (Eagle).....per lb currency. — @ —	

New York Stock Exchange.	
Actual Sale Prices for the week ending June 19.	
Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19.	
Canton Co.....	105 104 105 105 105 105 105
Central of N. Jersey.....	109 109 109 109 109 109 109
Chicago & Alton.....	115 115 115 115 115 115 115
Chic. & North Western.....	71 71 71 71 71 71 71
Chic. & Rock Isl. & Pac. 110	109 109 109 109 109 109 109
Chi., R. I. & Pa. 7a. 1896. 104	104 104 104 104 104 104 104
Clev. Col. C. and Ind. 121	91 91 91 91 91 91 91
Clev. & Pittsburg guar. 914	914 914 914 914 914 914 914
2 M. 7s.	...
3 M. 7s.	...
4 M. 7s.	...
Clev. and Toledo.....	
Col., Chi. & Ind. 36	35 35 34 34 33 33 33
1 M. 7s. 90	90 90 90 90 90 90 90
2 M. 7s.	78
Del. & Hudson Canal 121	...
Del. Lack. & Western. 107	...
1 M. 7s.	...
2 M. 7s.	...
Dubuque & Sioux City.....	
Erie Railway.....	60 59 59 59 59 59 59
1 M. 7s. 1897.	...
2 M. 7s. 1879.	...
3 M. 7s. 1883.	...
4 M. 7s. 1880 24	94
5 M. 7s. 1888.	...
Great Western 2d mort.	...
Hannibal & St. Joseph. 40	39 39 38 38 39
pref. 69	69
8s, conv.	92 92
Hudson River.....	
2 M. 7s. F.	...
3 M. 7s. 1875.	...
Illinois Central.....	137 137
Lake Shore & Mich. Sth. 95	95 95 95 95 95 95 95
Lake Shore Div. bonds.	97
Marietta & Cln. 1st pref. 28	97
2d pref.	...
Michigan Central. 120	119 119
S. F. 8s. 1882.	115
M. S. and N. L. I. M. S. F. 102	102 102
2 M. 7s.	98
Mariposa Mining Co.....	
pref. 24	24 24 24 24
Milw. and St. Paul. 53	53 53 53 53
pref. 77	77 77
1st mort. 96	96 96
2d mort. 108	108 108
8s. 7-10s. con.	99 100
Missouri 6s.....	97 97
H. & St. J. iss.	92 92 92 92
1st mort. 104	104
2d mort. 100	100
New York Central.....	
7s. S. F. 1876.	...
6s. S. F. 1883.	92 92
6s. S. F. 1887 94	92 92
N. Y. Can. & Hud. Riv. 96	97 97 97 97 97 97 97
certificates. 96	96 96 96 96 96 96 96
N. York and Harlem. 119	120
1 M. 7s. 1873.	100
N. Carolina 6s. old.	32 32 32 32
new 21	21 21 21 21
Ohio and Miss. 46	45 45 45 45 44 44
pref. 1st M.	...
Pacific Mail S. S. Co. 71	68 68 68 68 68 68
Panama.....	115
Phila. and Reading.....	
Pitts. Ft. W. & Chl. ltd.	...
1 M. 106	106
2 M. 102	102
3 M. 102	102
Quicksilver Mining Co. 37	38 39 41 37 39
St. L. Alton & T. H. 37	37 37 37 37 37
pref. 45	45
1 M. 98	98
2 M. pref. 91	91
Income bds. 73	73 73
new 73	73 73
Tol. Wab. & Western. 75	75 75 75 75
pref. 75	75
1 M. 98	98
2 M. 98	98
Equipment. 87	87
St. Lou. Div. 93	93 93 93
Union Pacific. 38	37 38 38 38 38 38 38
1st mort. 94	94 94 94 94 94 94 94
L. G. 7s. 81	81 81 81 81 81 81
Inc. 10s. 86	86 86 86 86 86 86
Virginia 6s. old.	
new 86	86
consol. 86	86
def. cert. 86	86

New York Stock Exchange.

Actual Sale Prices for the week ending June 19.

Th.13. F.14. Sat.15. M.17. Tu.18. W.19

FEDERAL STOCKS:—

U. S. 5s, 1874, reg.	...	...	...	...	...	...
U. S. 5s, 1874, coup.	...	...	...	...	...	...
U. S. 5s, 10-40s, reg.	110 $\frac{1}{2}$	110 $\frac{1}{2}$	...	...	...	...
U. S. 5s, 10-40s, coup.	...	...	111 $\frac{1}{2}$	...	...	...
U. S. 5s, 1881, reg.	...	...	...	...	...	...
U. S. 5s, 1881, coup. 113 $\frac{1}{2}$	...	...	...	...	...	...
U. S. 6s, 1881, reg. 115	...	...	...	...	...	...
U. S. 6s, 1881, coup.	...	...	120	...	...	...
U. S. 6s, 5-20s, reg. 62	...	...	...	...	...	...
U. S. 6s, 5-20s, c. 1862.	...	...	114 $\frac{1}{2}$	...	...	...
U. S. 6s, 5-20s, reg. 64	...	...	...	...	...	...
U. S. 6s, 5-20s, c. 1864.	...	114 $\frac{1}{2}$	...	...	...	...
U. S. 6s, 5-20s, reg. 65	...	...	...	...	...	...
U. S. 6s, 5-20s, c. 1865.	...	...	...	...	...	...
U. S. 6s, 5-20s, r. n. 65	...	...	...	...	...	...
U. S. 6s, 5-20s, c. n. 65.117	110 $\frac{1}{2}$	...	116 $\frac{1}{2}$	...	...	...
U. S. 6s, 5-20s, reg. 67	...	...	...	...	...	...
U. S. 6s, 5-20s, c. 1867.117 $\frac{1}{2}$	117 $\frac{1}{2}$	117$\frac{1}{2}$	117$\frac{1}{2}$	117$\frac{1}{2}$	117$\frac{1}{2}$	117$\frac{1}{2}$
U. S. 6s, 5-20s, reg. 68	...	113 $\frac{1}{2}$	...	...	...	...
U. S. 6s, 5-20s, c. 68.	...	117 $\frac{1}{2}$	...	117 $\frac{1}{2}$	...	117 $\frac{1}{2}$
U. S. 6s, Pac.R. issue.114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$	114 $\frac{1}{2}$

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending June 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Catawissa preferred	40 $\frac{1}{2}$	...	...	...	...	...
Camden and Amboy	...	...	...	...	...	...
6s, 1875	...	...	...	...	...	...
6s, 1883	...	...	...	...	...	...
6s, 1889	...	91	...	90 $\frac{1}{2}$	...	...
mort. 6s, '89 '90	...	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$
Elmira & Williamsport	...	...	...	...	...	...
pref.	...	...	...	...	...	...
7s.	...	...	...	...	...	...
Lehigh Navigation	45	44 $\frac{1}{2}$	44 $\frac{1}{2}$	44 $\frac{1}{2}$	45	44 $\frac{1}{2}$
6s, 1884	...	...	...	...	...	...
Gold L.	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
R. R. L.	94 $\frac{1}{2}$	...	95	...	94	...
Conv. L.	91	...	...	...	...	...
Lehigh Valley R. R.	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$	60 $\frac{1}{2}$
6s new coup.	...	...	...	...	...	...
Little Schuylkill R.R.	...	...	48	48 $\frac{1}{2}$	...	...
Minehill	7s.	...	...	...	...	...
Morris Canal	54 $\frac{1}{2}$	...	...	...	...	...
pref.	...	...	...	...	...	...
North Pennsylvania	51	...	...	...	...	...
6s, 1880	...	...	...	...	...	...
7s.	...	96 $\frac{1}{2}$	...	96 $\frac{1}{2}$	...	96 $\frac{1}{2}$
10s, 1887	...	96 $\frac{1}{2}$	...	96 $\frac{1}{2}$	...	96 $\frac{1}{2}$
Northern Central	39	...	...	...	...	...
Oil Creek & Alleg. Riv.	40	39 $\frac{1}{2}$	40	...	...	...
7s.	80	80	80	...	...	...
Pennsylvania R. R.	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$	59 $\frac{1}{2}$
1st M.	...	102	102	102	102	102
2d M.	...	...	...	...	...	...
Gen. mort.	97 $\frac{1}{2}$	97 $\frac{1}{2}$	...	...	...	...
reg.	96	...	96 $\frac{1}{2}$	...	...	...
Penn. State, 6s.1st series	...	...	103	102 $\frac{1}{2}$	...	...
6s, 2d series	...	...	...	...	...	...
6s, 3d series	...	...	...	...	...	...
Philadelphia City, 6s. 96 $\frac{1}{2}$	...	96 $\frac{1}{2}$	...	96 $\frac{1}{2}$	...	96 $\frac{1}{2}$
new	100	100	100	100	100	100
Philad., Germ. & Nor.	90	...	...	...	...	...
Philad. & Reading	61 $\frac{1}{2}$	61 $\frac{1}{2}$	62	61 $\frac{1}{2}$	61 $\frac{1}{2}$	61 $\frac{1}{2}$
Philadelphia and Erie	...	...	...	...	...	...
6s.	94	94	94	94	94	94
7s.	94	94	94	94	94	94
Phila., Wilm. & Balt.	56	...	...	...	...	...
Schuylkill Navigation	...	...	...	...	...	...
pref.	...	...	15 $\frac{1}{2}$	...	...	...
6s, 1882	80 $\frac{1}{2}$	81	...	78	...	...
6s, 1876	...	...	...	...	...	...
6s, 1872	...	...	...	...	...	...
United Co. of N. Jersey	128 $\frac{1}{2}$	129	...	128 $\frac{1}{2}$	...	...
Hestonville, (Horse)	...	...	...	...	...	...
Chestnut & Wal.	...	...	...	...	...	...
Green & Coates	45 $\frac{1}{2}$	...	...	...	...	...
2d and 3d streets	...	...	...	...	...	...
Spruce and Pine	...	...	...	...	...	...
13th and 15th st.	...	...	...	...	...	...

Baltimore Stock Exchange.

Actual Sale Prices for the week ending June 18.

W.12. Th.13. F.14. Sat.15. M.17. Tu.18

Baltimore City 6s, 1875	...	99 $\frac{1}{2}$	...	...	...	...
1886	...	...	...	...	...	...
1890	...	...	...	...	...	...
1884	...	...	...	...	...	...
1900	99 $\frac{1}{2}$	99 $\frac{1}{2}$	100	100	100	100
Balt and Ohio	157 $\frac{1}{2}$	...	...	157 $\frac{1}{2}$	...	...
bonds, 1875.	...	...	...	...	...	...
1880.	...	...	...	...	...	...
1885.	...	...	...	97 $\frac{1}{2}$	...	...
1886.	...	...	...	97 $\frac{1}{2}$	...	...
Marietta & Cin. 1st M.	99	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$	99 $\frac{1}{2}$
2d M.	...	90	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$	90 $\frac{1}{2}$
3d M. 8s.	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$	84 $\frac{1}{2}$
Northern Central	39	...	...	...	...	...
bonds, 1885.	...	...	...	...	...	...
1900.	89	...	...	...	...	...
Pittsb. & Connellsville. 7s.	95 $\frac{1}{2}$	97	97	96 $\frac{1}{2}$	96 $\frac{1}{2}$	96 $\frac{1}{2}$
N. W. Va. 1st mort.	...	...	...	...	...	...
2d mort.	...	...	...	...	...	...
3d mort.	...	...	...	...	...	...
Virginia 6s, Consol.	56 $\frac{1}{2}$	...	55 $\frac{1}{2}$	...	...	...
Defer. Certif. 17	17	17	25	25	25	25
City Passenger R. R.	...	...	...	...	...	...

Boston Stock Exchange.

Actual Sale Prices for the week ending June 19.

Th.18. F.14. Sat.15. M.17. Tu.18. W.19

Boston and Albany	149	...	148 $\frac{1}{2}$	149 $\frac{1}{2}$	...	...
Boston and Lowell	...	...	139	139	138	...
Boston and Providence	...	...	150	...	...	...
Boston, Hartford & Erie	...	...	143	...	...	...
7s, new	43 $\frac{1}{2}$	...	43 $\frac{1}{2}$	42	42	42
Chi., Burl. & Quincy	131	131	...	84	84	84
Concord	...	...	132	...	...	134
Connecticut River	...	...	104	...	...	104
Eastern	104	...	103 $\frac{1}{2}$	104	104	104
Fitchburg	...	...	133	...	...	134
Manchester & Lawrence	...	...	120	...	...	120
Michigan Central	119 $\frac{1}{2}$	120	120	...	...	120
Northern, N. H.	...	...	88	88	88	88
Ogdens & Lake Champlain	88	...	88	88	88	88
“ pref.	104	...	103 $\frac{1}{2}$	104	104	104
Old Colony & Newport	112 $\frac{1}{2}$	...	113 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$	110 $\frac{1}{2}$
Ph. Wl. & Baltimore	56 $\frac{1}{2}$	...	56 $\frac{1}{2}$	55 $\frac{1}{2}$	54 $\frac{1}{2}$	54 $\frac{1}{2}$
Portl'd, Saco & Porta	133	133	...	...	...	...
Union Pacific	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$	91 $\frac{1}{2}$
“ 6s	80	...	80	80	80	80
“ Income 10s.	...	...	83 $\frac{1}{2}$	83 $\frac{1}{2}$	83 $\frac{1}{2}$	83 $\frac{1}{2}$
Vermont & Canada	94	93 $\frac{1}{2}$	...	93 $\frac{1}{2}$	93 $\frac{1}{2}$	93 $\frac{1}{2}$
Vermont & Mass.	82	82	...	82	82	82
South Boston (Horse)	...	71 $\frac{1}{2}$	...	71 $\frac{1}{2}$	71 $\frac{1}{2}$	71 $\frac{1}{2}$
Cambridge	...	...	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$	72 $\frac{1}{2}$
Metropolitan	...	...	72	72	72	72
Middlesex	...	...	72	72	72	72
Central Mining Co.	...	...	72	72	72	72
Copper Falls	134	134	...	7	7	7
Franklin	...	...	7	7	7	7
National	...	...	7	7	7	7
Pewable	104	104	104	104	104	104
Quincy	54	54	54	54	54	54

London Stock Exchange.

Closing Prices.

June 7.

May 31.

Atl. & Gt. West. N. Y. sec. 7 per cent.	74	77	74	77	74	77
1st mort. 1880.	74	77	74	77	74	77
Do. 2d mort. 1881.	63	65	63	65	63	65
Do. Penn. 1st mort. 1877.	38 $\frac{1}{2}$	39 $\frac{1}{2}$	38 $\frac{1}{2}$	39 $\frac{1}{2}$	38 $\frac{1}{2}$	39 $\frac{1}{2}$
Do. do. 2d mort. 1882.	99	101	99	101	99	101
Do. Consol. 7 per cent. mort. 1890.	89	90	89	90	89	90
Detroit and Milwaukee 1st mort. 7s.	75					

The total customs revenue of the Government, in coin, at this port, from July 1, 1871, has been \$150,179,958 against \$142,948,473 same time in the preceding fiscal year 1870-'71.

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from July 1, 1871, to June 15, 1872, \$76,201,623, against \$85,245,611 same time in 1870-'71.

The export drain of specie was \$2,183,680 last week, against \$1,892,491 same week preceding year. The shipments since July 1, 1871, have been \$65,702,165 against \$78,604,732 same time in 1870-'71.

Foreign Exchange has been rather more freely offered and has been in quite moderate request at easier rates, closing dull. Bankers' sixty day bills on London closed on Wednesday at 109½@109½; sight bills on London, 110½@110½.

The produce exports from this port, week ending with June 18, were to the currency value of \$4,895,843.

Government securities have met with a fair sale at generally firm prices. The offerings of the favorite issues have been on a very moderate scale. On Wednesday, government bought in \$921,900 of Five-Twenties at 113 55@113 62, out of an aggregate offering of \$3,104,750.

U. S. sixes of 1881 closed here on Wednesday of the current week at 119½@120; U. S. Five-Twenties of 1862, (other than the bonds called in) ex May coupon 114½@114½; U. S. Five-Twenties of 1864 at 114½@114½; U. S. Five-Twenties of 1865, 114½@115; U. S. Five-Twenties of 1865 consolidated, 116½@116½; U. S. Five-Twenties of 1867, 117½@117½; U. S. Five-Twenties of 1868, 117@117½; U. S. Ten-forties at 111½@111½; U. S. Fives of 1881 (Funding Loan) 112½@113; Six per cent. currency bonds, 114½@114½.

The latest quotations at the London Stock Exchange compare as follows with former returns:

	June 5.	June 12.	June 19.
Consols	92½	92½	92½
U. S. 5-20's of 1862..	90½	90½	91
U. S. 5-20s, 1865....	91½	91½	91½
" 1867	93½	93½	93½
" 10-40s	89½	89½	89½
New Fives of 1881....	89½	89½	89½
Erie.	50½	48½	42½

State bonds have been quite moderately sought after at variable and less buoyant prices.

There has been a good investment inquiry noted for the most popular of the Railway mortgage loans at well supported prices. Central Pacific Sixes have been in fair request at 105@105½. Chesapeake and Ohio have been in good demand at 94 per cent. and accrued interest.

Railway and Miscellaneous share property has been much less confidently dealt in, and values have been quoted lower, decidedly so in the instances of Erie shares, under a pressure to realize, particularly on speculative account. On Wednesday of this week, Erie went down to 50½, and up again to 55.

In the Metal line business has shown less animation. Scotch Pig-iron is depressed, owing to the large arrivals; Glengarnock, 947, without sales; American Pig is firm at \$50@\$52 for No. 1. In Old Rails, 1,000 tons sold on private terms. English Rails are unchanged in price. Pig-lead is steadily held with a quiet market. Pig Tin has been very dull at 86½c.@87c., gold, for Straits.

Tin Plates have been in moderate demand at steady figures. Sales embrace 500 boxes Charcoal at \$18 25, gold; 500 boxes Coke, 14x20, at \$12 25, gold. Ingot Copper has been quite active and prices have advanced; sales foot up 1,000,000 lbs. at 33½c.@34c., cash, and 34c.@34½c. for forward delivery; also, 50,000 tons English Best at 32½c. @33c. Spelter is quiet at 7c. @7½c., gold.

General business has been moderately active in the leading kinds of domestic produce. Flour, Wheat, Corn, Oats, Hay, Butter and Cheese have been quoted cheaper, Pork and Lard steadier. Tobacco, Wool and Hope firm. Middling upland cotton closed on Wednesday at 26½ cts. per lb. The receipts at all the ports, since Sept. 1, have been 2,648,457 bales, against 3,840,858 bales same time in the preceding year; exports 1,885,251 bales against 3,006,657 bales in the previous year; stock at the ports at latest dates, 166,917 bales against 237,914, bales same date 1871.

At the Live Stock Markets, Beeves have been in moderate request at 11½@14 cts.; Veals at 6@9½ cts.; Sheep at 5@7½; Lambs 9@13 cts.; Swine, dull at 4½@4½ cts. per lb., all live weight. The week's receipts were 8,050 Beeves, 3,248 Veal Calves, 21,509 Sheep and Lambs; and 37,962 Swine.

Foreign goods have been less sought after at about former prices. The week's imports of foreign goods reached the amount of \$8,528,534 including \$1,551,820 of dry goods.

Ocean freights have been moderately active, with the main business in the line of Grain engagements but at easier rates.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Missouri, Kansas and Texas R. R., 42½; Boston, Hartford and Erie R. R., 8½; do. 1st mort., 42½; do. guar. bonds, 64; Rome, Watertown and Ogdensburg R. R., 100; Hartford and New Haven, R. R., 168; do. scrip, 160; Wintonia and St. Peter 1st mort., 89; Central of New Jersey 1st mort., 105½; Long Dock bonds, 95; East Tenn., Va. and Ga. R. R. 1st mort., 95½; St. Louis and Iron Mt. R. R., 101½; do. 1st mort., 100; Ohio and Miss. 2d mort., 88; do. consol., 99; St. Louis, Jacksonville and Chicago 1st mort., 94½; Chicago and Milwaukee 1st mort., 96; Cleveland and Pittsburg consol., 96; New Jersey Southern R. R., 28; do. 1st mort., 80½; North Missouri 1st mort., 96; Cedar Falls and Minnesota 1st mort., 86½; Buffalo, New York and Erie 1st mort., 95; Milwaukee and St. Paul 1st mort., Iowa div., 91; Albany and Susq. 2d mort., 98; Delaware and Hudson Canal 1st mort., 1884, 104; Lake Shore and Michigan Southern R. R. scrip, 92½; do. consol., reg., 101; Adams Exp., 97½; U. S. Exp., 86; Wells Fargo Exp., 90; Western Union Tel., 74; do. 7s, 95½; Quicksilver pref., 50; Consol. Coal of Md., 44; Maryland Coal, 20; Atlantic Mail Steamship, 26½; Am. Dock and Imp. 7s, 100; Arkansas 7s, issued to Central R. R. 51; do. 6s, Fund Act., 57; North Carolina Fund Act, 1868, 22½; Texas 10s, 1876, 86; South Carolina 6s, new, Jan. and July, 34½; do. Apl. and Oct., 33; Louisiana 8s, Levee bonds, 79.

Philadelphia.—Philadelphia and Reading Gen. mort. 7s, 103½; Allegheny Valley 7 3-10s, 98½; Belvidere Delaware 2d mort., 88½; Susq. Canal 6s, 80; Lehigh Nav. consol. gold loan, 100½; West Chester and Philadelphia 7s, 102; Elmira and Williamsport 6s, 59½; Sch. Nav. 6s, 1895, 80; Morris Canal 2d mort. 6s, 93; Sunbury and Lewis 7s, 95; Lehigh Valley 7s, new, 105; Connecting R. R. 6s, 88; Ches. and Del. Canal 6s, 94½; Catawissa 7s, new, 99½; Wilmington and Reading 7s, 100; Huntingdon and Broad Top Mt. pref., 13; Camden and Atlantic pref., 40; Delaware Division Canal, 50; East Pennsylvania R. R., 42; Delaware 6s, 100; 5th and 6th streets R. R., 50; The latest quotations are; City 6s, 96½@97; do. free of tax, 100@100½; Pennsylvania State 6s, W. L. 101@101; do. 1st series, 102½@103; do. 2d series, 106½@107; do. 3d series, 108½@—; Philadelphia and Reading, 61½@61½; do. mort. 7s, 1883, 103@105; do. mort. 6s, 1880, 98½@100; United New Jersey Co., 128@128½; Camden and Amboy mort. 6s, 1889, 95½@96½; do. 1883, 92@—; do. 1889, 89½@91; Pennsylvania R. R., 59½@59½; do. 1st mort., 102@102; do. 2d mort., 97@98; do. General mort. coupon, 96@96½; do. reg., 96@97; Little Schuylkill R. R., 48@48½; Morris Canal, 51@52; do. pref., 127@—; do. 6s, 96@98; Susquehanna Canal, 8@9; do. 6s, 79½@80; Schuylkill Nav., 7@8; do. pref., 15½@16; do. 6s 1882, 77½@78½; Elmira and Williamsport pref., 42@—; do. 7s, 1878, 97@—; do. 5s, 59@60; Lehigh Coal and Navigation, 44½@44½; do. 6s, 1884, 91@92; do. R. R. Loan, 95½@95½; do. Gold Loan, 98½@98½; North Pennsylvania 50@51; do. 6s, 102½@102½; do. 7s, 96½@97½; do. Chatfield 10s, 110@112½; Philadelphia and Erie, 28@28½; do. 6s, 90@90; Minehill, 54@55; Catawissa, 17@18; do. pref., 45@46; Lehigh Valley, 60½@60½; do. 6s, new coupon, 96½@—; do. reg., 97@—; do. 7s, 105@105½; Fifth and Sixth streets, (horse,) 48½@—; Second and Third, 64@66; Thirteenth and Fifteenth, 18@20½; Spruce and Pine, 34@34; Green and Coates, 45@47; Chestnut and Walnut, 57@58½; Hestonville, 20½@20½; Union, 75@—; Germantown, 35@37.

Boston.—Vermont Central and Vermont and Canada 8s, 98½; Burlington and Missouri River R. R., 8s, in Nebraska, 102½; Connecticut and Passumpsic Rivers R. R. pref., 92½; do. 7s, 1876, 99½; Central Pacific R. R. 7s, 1883, gold, 101; Boston and Albany 7s, 1892, 107; Salem and Lowell 6s, 1878, 92½; Eastern R. R. 6s, 1889, 94½; do. 1874, 98; Vermont Central 1st mort., 80½; South Shore R. R. 6s, 95; Atchison, Topeka and Santa Fe 1st mort. 7s, gold, 82½; do. Land Grant, 1900, 81½; Michigan Central 7s, 1892, 101½; Jackson, Lansing and Saginaw R. R. 8s, 1885, 101½; Chicago and Michigan Lake Shore R. R. 8s, 86; Cincinnati, Sandusky and Cleveland R. R., 21½; Portsmouth, Gt. Falls and Conway R. R., 93½; Rutland R. R. pref., 62; do. scrip, 80½; Cary Imp., 12½; Boston Water Power Co., 52; Waverly Land, 8; New Hampshire 6s, 1874, 98½; Brooklyn 7s, 1902, 101; St. Louis 6s, 1887, 90½; Rock Island, Ills., 8s, 1887, 103½; Cincinnati 7s, 1887, 103½; Chicago 6s, 1882, 93½; do. 7s, 1895, 98½; Charlestown 6s, 1892, 99½; do. 1875, 98½; Portland 6s, 1887, 95½; Boston 6s, 1880, currency, reg., 100%; Roxbury 6s, 1884, 100; Lynn 6s, 1885, 98½; Lowell 6s, 1890, 98½; Roxbury 6s, 1884, 101; Newburyport 6s, 1886, 99; Allouez Mining Co., 10; Calumet and Hecla, 159½; Dawson Silver, 3; Hum-

boldt, 55c.; Hancock, 3½; Minnesota, 7; Messenard, 1; Petherick, 3; Ridge, 11; Star, 30c., Shniah Silver, 8½.

Baltimore.—Orange, Alexandria and Manassas 7s, 85; Orange and Alexandria 4th mort. 8s, 84½; Northern Central 6s, 1900, gold, 96½; Central Ohio 1st mort., 87; Virginia consol., 6s, reg., 48; George's Creek Coal, 95. The latest quotations are: Pittsburg and Connellsburg 7s, 1898, 96½@97; Baltimore and Ohio, 155@157½; do., pref., 99@—; do., 6s, 1875, 98½@98½; do., 1880, 98@—; do., 1885, 96½@97½; Parkersburg Branch, 12@13; Northern Central 39½@39½; do., 6s, 1885, 96@97; do., 1900, 88@89; do., 6s, 1900, gold, 96@96; N. W. Va. 1st mort., 96½@97; do., 2d mort., 99@99½; do., 3d mort., 1885, 90@—; Marietta and Cincinnati 7s, 1892, 100@100½; do., 2d mort., 7s, 90@90½; do., 3d mort., 8s, 84½@84½; Central Ohio, 32½@33½; do., 1st mort., 86½@87; Western Md. 1st mort. 6s, 1890, 87@92½; do., 1st mort. guar., 96@97; do., 2d mort. guar., 96@—; do., 3d mort. guar., 96½@97; do., 2d mort. pref., 75@80; do., 2d mort. guar. by Washington Co., —@90; Richmond and Danville bonds, 78@80; Orange and Alexandria 1st mort. 6s, 91@—; do., 2d mort. 6s, 84½@87½; do., 3d mort. 8s, 90½@94; do., 4th mort. 8s, 84@85; Orange, Alex. and Manassas 7s, 84½@85; Virginia and Tennessee 6s, 1st mort., 95½@100; do., 6s, 2d mort., 78@80; do., 8s, 3d mort., 90½@91; Baltimore 6s, 1875, 99½@100; do., 1884, 98½@99½; do., 1886, 100½@100½; do., 1890, 99½@99½; do., 1893, exempt, 99½@—; do., 1900, exempt, 98½@99; Memphis City 6s, 55@56; Maryland 6s, 1890, 99@100; do., Defense Loan, 1883, 102½@104; City Passenger R. R., 25½@25½; George's Creek Coal, 94@96; Atlantic Coal, 1.25@1.55; Alexandria City 6s, 70½@72; Savannah City 7s, 86@87; Lynchburg City 6s, 77½@78; Indianapolis water bonds, 88@96½.

Passenger trains have commenced running into Cincinnati over the Cincinnati and Baltimore Railroad, which is the new road through Mill Creek Valley just completed for the use of the Marietta and Cincinnati and Baltimore and Ohio Railroads.

Passenger The production of petroleum for the month of May, as reported by the Titusville (Pa.) *Herald*, reached 568,695 bbls. The total shipments for the month were 509,286 bbls. of 48 gallons each.

Passenger The Coal-Gas Tax imposed by the Act of Congress of June 30th, 1864, and amendatory acts, has been repealed. After August 1st, 1872, no tax will be imposed on gas made of coal, wholly or in part, or of any other material.

Passenger E. S. Nutter of Concord has been elected President, Josiah Carpenter of Pittsfield Treasurer, and George R. Fowler of Concord Clerk of the Manchester and North Weare Railroad Company.

Passenger The British Government has agreed to subscribe \$12,500,000 to the projected Canada Pacific Railroad.

Passenger George S. Richardson has been elected President, and Thomas D. Purnell, Treasurer, of the Worcester (Md.) Railroad Company.

HARVEY FISK.

A. S. HATCH.

FISK & HATCH, BANKERS,
No. 5 NASSAU ST., New York.

THE CHESAPEAKE AND OHIO RAILROAD, extending from the Chesapeake Bay to the Ohio River, and connecting at its eastern terminus with European and coastwise lines of steamers, and at the western termini with 12,000 miles of inland river routes, as well as the whole railroad system of the West, Northwest and Southwest, 30,000 miles in extent, is now nearly finished, and within the present year will be prepared for extensive business in the transportation of products between the principal cities at the West and the Atlantic coast cities, for which ITS SHORT LINE AND LOW GRADES RENDER IT PECULIARLY FAVORABLE. It also affords a new outlet for a large and superior agricultural territory, and opens to market the richest coal and iron deposits on this Continent, besides traversing a beautiful and picturesque country abounding in medicinal Springs and Summer resorts.

We have for sale on behalf of the Company, and recommend as a substantial and secure investment, the remainder of their

SIX PER CENT. GOLD BONDS.

Secured by mortgage on the whole railroad line, equipment, franchises, &c. Principal redeemable in coin, 1899; interest payable also in Gold, May and November; denominations \$1,000, \$500, and \$100, coupon or registered. Price, 94 and accrued interest. Full information furnished on application.

FISK & HATCH.

Cairo and Fulton Railroad.

Col. Hughes, assistant engineer of the Cairo and Fulton railroad, was in our town a few days since. He is surveying the route of the road south of Little Rock, preparatory to its permanent location. We understand that on Thursday night the corps pitched their tents at Easley's about eleven miles northeast of this place, and that they will be through here next week. Col. Hughes speaks confidently of the early completion of the road. Everything looks favorably for its location through this place, and the early completion of the Cairo and Fulton railroad may now be regarded as a fixed fact.—*Philadelphia Standard*, June 8.

Passenger The Indiana and Ohio divisions of the Baltimore and Ohio Railroad have been consolidated, and Mr. C. J. Bates, superintendent of the divisions has established his headquarters at Tiffin, Ohio, where they will remain.

Passenger The Chicago, Clinton and Dubuque Railroad has been completed to Bellevue, 40 miles below Dubuque. J. K. Graves, Esq., is president of the company.

Passenger Work on the new branch of the Rensselaer and Saratoga Railroad, across Green Island, is rapidly progressing. The grading is finished, and the track is laid for a portion of the distance.

Passenger The last spike was driven on the Baltimore and Potomac Railroad at Huntington, Md., on the 10th inst. This completes the road between Huntington and Pope's Creek.

Passenger The traffic receipts of the European and North American Railway for the month of May, 1872, were \$29,779 29, against \$25,318 69 in May, 1871, and \$19,189 59 in May, 1870.

THE St. Joseph & Denver City RAILROAD COMPANY'S First Mortgage Bonds

are being absorbed by an increasing demand for them.

Secured as they are by a first mortgage on the Road, Land Grant, Franchise and Equipments, combined in one mortgage, they command at once a ready market.

A Liberal Sinking Fund provided in the Mortgage Deed must advance the price upon the closing of the loan. Principal and interest payable in gold. Interest at eight (8) per cent. per annum. Payable, semi-annually, free of tax. Principal in thirty years. Denominations, \$1,000, \$500 and \$100, Coupon or Registered.

Price 97½ and accrued interest in currency, from February 15, 1872.

Maps, circulars, documents and information furnished.

Trustees, Farmers' Loan and rust Company of New York.

Can now be had through the principal Banks and Bankers throughout the country, and from the undersigned, who unhesitatingly recommend them.

TANNER & CO., BANKERS,

NO. 11 WALL STREET.

Passenger The estimated earnings of the Erie Railroad for the week ending June 15, 1872, were \$412,947; against \$403,441 for the corresponding period of 1871—an increase of \$9,506. Total earnings since April 1, 1872, \$4,104,747—an increase over the same time in 1871 of \$658,178.

Passenger A dividend of four cent. for the past six months will be paid to the stockholders of the Oil Creek and Allegheny River Railroad Company by Geo. P. Little, at Room No. 8, Pennsylvania Railroad Building, Philadelphia, Pa., on and after July 1.

Passenger Dividends of 3½ per cent. will be paid to the stockholders of the Albany and Susquehanna and Rensselaer and Saratoga Railroad Companies on and after July 1st, at the National Bank of Commerce, New York.

Passenger Messrs. MEAD & CLARK, having placed the first mortgage bonds of the Wallkill Valley Railroad Company, are now advertising for sale the second mortgages at 80 and accrued interest.

Passenger The West Troy Bridge Company will be ready to receive proposals for building the bridge on or before July 1st.

Journal of Railroad Law.**RAILROAD COMPANIES—PRECAUTIONS TO BE TAKEN BY PERSONS AT CROSSINGS.**

The case of *Gorton vs. The Erie Railway Company* (45 N. Y., 660,) was an action brought to recover for personal injuries sustained by the plaintiff, as well as injuries to his property by reason of having been struck down by one of the defendant's locomotives while he was attempting to cross the defendant's railroad in the town of Corning, Steuben county. The plaintiff was familiar with the crossing, and knew that a train was liable to pass at that time. The plaintiff, although the view is uninterrupted for a long distance, did not look up and down the track; had he done so, he might have avoided the accident. Evidence was given showing that no bell was rung, nor whistle sounded, as the train approached the crossing.

The Circuit Court rendered a verdict for the plaintiff, which was affirmed by the General Term.

The following is the opinion of the Court delivered by—

ALLEN, J.—At the close of the evidence on the part of the plaintiff, the defendant moved that the plaintiff be non-suited, upon the ground that he was shown to have been negligent in approaching as well as in crossing the railroad track; that is, that the plaintiff was not wholly without fault, but that the injury was in part attributable to his own negligence and want of care. Evidence had been given tending very strongly to show that as the train of cars approached the road crossing the bell upon the locomotive was not rung or the whistle sounded, as required by statute, and that no signal of the approaching train was given by the persons in charge. In the absence of proof of any negligence or other fault on the part of the plaintiff contributing to the injury, this would have authorized a verdict for the plaintiff.

The omission to ring the bell, or sound the whistle, or give other signal, to warn persons who might be upon the highway, in the vicinity of the intersection of the railroad track with the public traveled road, of the approach of the train, was, *per se*, negligent, subjecting the defendant to liability for all damages that might accrue to any one by reason of such omission.

The highway crossed the railway at an acute angle, and the plaintiff was moving along the road and across the railroad in a south-easterly direction approaching the railroad from the north-west, and the colliding train of cars approached from the west, on the southernmost of the two railroad tracks. The course of the railroad at that point was in a direct line both east and west, and the plaintiff testified that when he got on to the track there was nothing to prevent him from looking both east and west; that is, there was nothing, as he approached and reached the railroad track to intercept or obstruct his view, or prevent his seeing the approaching train had he looked in that direction; that the space between the two tracks was three or four feet; that when he drove up to the rail (that is, to the north rail) he made no effort to look west to see whether a train was coming; that he did not try to look west at that time. Another of the witnesses testified that some years before he had come direct

to the track when a train of cars going east had passed, and that he supposed he could have seen a mile up the road if he had looked, but he was not paying attention, and came near being caught.

Dr. Graves, the attending physician, and a witness for the plaintiff, had just crossed the railroad from the south, and was sitting in his wagon by the roadside, some twelve or fifteen rods northwesterly from the railroad crossing when plaintiff passed him going toward the crossing. He had seen the coming train as he approached the railroad from the south, and he saw it as he was crossing the railroad, and it was then just going into or coming out of a bridge some distance from the road crossing. There was no doubt upon the evidence given by the plaintiff and his witnesses, that had he looked to the west, as he drew near the railroad, he could have seen the train of cars approaching from the west, and avoided the collision. There was no proof of, or attempt to prove any obstruction or hindrance to the view westward along the line of the road, or that a train of cars coming from that direction was not in plain sight for a long distance. Dr. Graves, and a Mr. Goff, with whom the Doctor was conversing when the plaintiff passed them on the road, saw the train from their position on the road before it reached the crossing, and testified that it was in sight from Rowley's crossing, which is some distance west of the crossing at which the plaintiff received the injury complained of. Mr. Goff, who lives at that place, testified that a person near to the western bound (that is the northern) track, could see the track westward to the culvert bridge; that he could see up a mile and a quarter, he thought, and no trouble about it. It was the clear duty of the plaintiff as he came near and upon the railroad track, to use all proper precautions to avoid injury, and the least that he could do was to look in both directions.

It is not imposing an onerous duty upon the traveler crossing a railroad in broad daylight, over which trains of cars were frequently passing, and are liable to pass at any time, to make use of the most common and lowest degree of observation and care, and to cast his eyes in both directions, and in every direction, from which danger may be apprehended. He may not shut his eyes and stop his ears, and rush on regardless of the peril, and hold the railroad company as the insurer of his life, not only against the acts of its servants, but against his own suicidal negligence. The doctrine has been declared by this Court, and reaffirmed that a traveller approaching a railroad track is bound to use his eyes and ears so far as there is an opportunity, and when, by the use of those senses, danger may be avoided, notwithstanding the neglect of the railroad servants to give signals, the omission of the plaintiff to use his senses and avoid the danger is concurring negligence entitling the defendant to a non-suit. (*Ernst vs. Hud. R. R. Co.*, 35 N. Y., 9 S. C. 39 N. Y. 61.) There was no conflicting evidence upon this point. There was a conflict as to the existence of objects obstructing the view of a train approaching from the west, at points on the highway, between the railroad and Goff's house, and up to within from two to four rods of the railroad; and the evidence upon that subject presented a fair question for the jury; but these obstacles, if they existed and hid from view the rail-

road and approaching trains to the extent claimed, did not relieve the plaintiff from the duty of looking for an eastward bound train at the first opportunity, but rather rendered a cautious approach to the crossing the more necessary. Upon the undisputed evidence, that if the plaintiff had looked to the west as he approached and reached the north track of the railroad, he could have seen the approaching train; and that he did not look, he should have been non-suited. This may be explained upon another trial, but upon this record the judgment should be reversed and a new trial granted.

Judgment reversed.

Richness of the Kanawha Valley.

The opportunities presented to the capitalist are always more or less numerous, but an opportunity to realize 100 to 200 per cent. on a legitimate investment is but seldom found. The Kanawha Valley, West Virginia, possesses mineral resources as yet undeveloped. There are to be found lime, coal, fire clay, and iron ore, together with ample railroad and water communication. It is claimed by those familiar with the subject that iron can there be manufactured five to ten dollars cheaper than anywhere else in the United States. The raw or uncoked coals of Kanawha have proved to be equal to any in the country for the manufacture of iron. They are hard, dry, splint coals, remarkably free from sulphur, and can be mined and delivered at a furnace (parties owning their own coal) at an actual cost of three to five cents per bushel, twenty-five bushels to the ton, according to location or furnace.

Iron ore can be transported also from the Alleghany ore region to Kanawha county at a cost (freight included) of less than \$3 per ton, to which must be added a fair profit or royalty on the ores, if parties do not own their own mines, and thus the total cost would be about \$3 50 per ton. About two tons of the ore make one of iron in practical furnace-working. These ores are very easily smelted, requiring less fuel than most ores, and much less than the hard ores of Lake Superior and Iron Mountain. The quality is also excellent, and the United States Government preferred it to any other for the manufacture of guns.

It is estimated that at these rates for ores and coal, iron can be made, at the most, for \$15 per ton; and as iron is now worth \$50 to \$55 per ton in the market, there is left a large margin of profit after the payment of freight, &c.

In addition to the Alleghany ores, there are also fine deposits of ore in Kanawha, giving thirty-three to fifty per cent. to the ton, which would be valuable for mixing, and would also cost but very little. Good coal lands, conveniently located to the river and railroad, can be bought from \$10 to \$50 per acre.

Sites will be given to those who will erect furnaces, and \$25,000 to \$50,000 will be subscribed toward a furnace which shall cost \$100,000. It is estimated that such a furnace could not fail to pay 100 per cent. on its cost the first year.

It may be asked why, if these things be, these people do not build these furnaces themselves? But unfortunately they have not the means, and although rich in lands and minerals they are poor in ready money, and therefore look to outside capital to develop the mineral riches by which they are surrounded.—*Boston Commercial Bulletin.*

L The Fredericksburg *Ledger* says that the latest rumor relating to the through line just completed between that place and Alexandria is that the contract between the Pennsylvania and Richmond Fredericksburg and Potomac Railroads is for a term of 15 years, and that the all-rail route will be used for night trains only, except during the winter months, when navigation of the Potomac is likely to be obstructed by ice.

Toledo, Wabash and Western Railway.

Kansas City has been called upon to consider, *sciatim*, the projected extension of the Toledo, Wabash and Western Railway from Moberly, its present western terminus in Missouri, to that point. At a recent meeting of its Board of Trade, Mr. Anderson, Vice-President of the Company, stated their desire to have a direct line to that point. From Moberly it would take about 125 miles of road, passing through Lafayette, Saline and Jackson counties, to reach that city. Col. Lamb, President of the Hannibal and Central Missouri Railroad (running from Hannibal to Moberly) urged the prosecution of the enterprise whether the Louisiana road be built or not. With the latter and the extension proposed, Kansas City would have two competing lines to the East and without it would have a direct Eastward connection, in any event, if a helping hand be given in favor of the extension, which the Toledo, Wabash and Western Company stood ready to build at once. The company ask of Jackson county the means to grade and fit the road for its iron: *Says the Times* (we condense):

"The Board of Trade and several gentlemen in the interests of the above company, have been in communication for some time in regard to the extension of the Toledo and Wabash Railway to Kansas City. The company would probably ask from Jackson county, to complete the road through it, \$100,000. The difficulties in the way are that there are already two subscriptions for which the county stands pledged—\$450,000 to the Louisiana road, and \$300,000 to the Kansas City and Memphis road. * * * The former company have commenced and are pushing work rapidly. The affairs of the Memphis road remain in *status quo*, nevertheless the subscription stands in the name of company. Such being the facts, the Board of Trade are to consider some other plan to aid the Toledo and Wabash enterprise. The county is in no condition to subscribe for any road, but townships to be benefited might. Private subscriptions also might and should be obtained. If \$100,000 are all that is required, some plan might be adopted to guarantee it. No one can deny the importance of the road."

Notwithstanding these discouragements, we have faith to believe that this important line, so vital to the interests of every mile along the line, will be extended as proposed. The sum called for from Jackson county, even supposing it is already down for a large sum, is not additionally enough to justify a wet blanket to be thrown over a project so beneficial. All the aid that may be subscribed for it will be amply repaid. The "Toledo and Wabash," it must be remembered, are already successfully operating 1,000 miles of road, and are abundantly able—as they profess to be willing—to iron, equip and operate the extension; and that, too, in a manner which will remunerate—although indirectly—all the local aid it seeks.—*Railway Review*.

Arkansas Central Railroad.

We again announce that work has been resumed on the Arkansas Central Railroad, and there will be no stoppage until the road is completed to White river. Col. Dorsey telegraphs that he will be here on Monday to pay off their indebtedness. Col. Gregg, of the Central road, sends cheering news to the friends of this enterprise. We were shown yesterday a telegram from him, from New York, saying that work would be vigorously resumed at once, and he predicted the cars would be running out to Palmer's station by the 1st of September next.—*Helena World*.

A committee of the American Association of Railway Master Mechanics has reported that for packing stuffing boxes, hemp is more effective than soapstone dust, metal rings, or any other material. By the use of hemp no danger from fire is apprehended, as this substance will stand 500 degrees of heat.

A An iron steamer was launched at Wilmington, Del., on the 16th inst., by the Harlan Hollingsworth Company, for the Messrs. Morgan, of New York, designed for the Southern trade.

Notice to Contractors.

PROPOSALS will be received at the Office of the President of the Northeast Penna. Railroad Co., at Hatboro, Montgomery, Co., Pa., until June 29th, for furnishing materials for and building about 1,000 lineal feet of trestle work.

Also for laying seven (7) miles of track.

Specifications at the Office of the Engineer, F. H. Saylor, 530 Walnut street, Philada.

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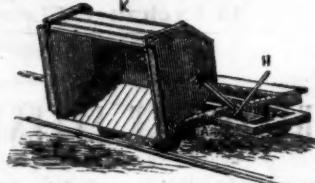


Fig. No. 1, Car Loaded.

TO DUMP THE CAR.

Fig. No. 2, Car Dumped.

The Brakeman seizes the lever H, and raises it, thus removing the step from under the box-support A, when the weight of the load causes the box to roll over to the position shown in Fig. 2.

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The Brakeman, standing on the platform, reaches over, and grasping the corner of the box, pulls it back to its place.

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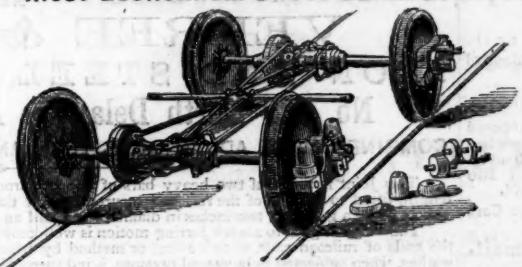
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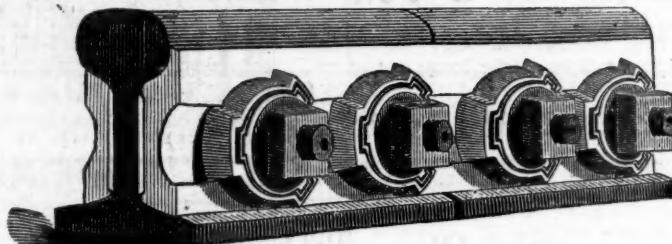
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